

Submission: **SR01-13**

Offshore Special Regulations - 4.20.5

Liferaft Servicing and Inspection

A submission from the RYA

Purpose or Objective

To simplify the Liferaft Servicing section of ISAF Special Regulations making it easier to understand and removing confusion. For the vast majority of liferafts used in offshore racing there is no "inspection" regime. Many liferaft Service agencies do not offer inspections making providing proof of "inspection" impossible.

Proposal

4.20.5 Liferaft Servicing ~~and inspection~~

MoMu0,1,2

~~IMPORTANT NOTICE Recent evidence has shown that packaged Liferafts are vulnerable to serious damage when dropped (eg from a boat onto a marina pontoon) or when subjected to the weight of a crew member or heavy object (eg an anchor). Damage can be caused internally by the weight of the heavy steel CO2 bottle abrading or splitting neighbouring layers of buoyancy tube material. ISAF has instituted an investigation into this effect and as an interim measure requires that every valise packed liferaft shall have an annual certificate of servicing. A liferaft should be taken for servicing if there is any sign of damage or deterioration (including on the underside of the pack). Persons in charge should insist on great care in handling liferafts and apply the rules NO STEP and DO NOT DROP UNLESS LAUNCHING INTO THE SEA.~~

~~a) Certificates or copies, of servicing and/or inspection shall be kept on board the yacht. Every SOLAS liferaft and every valise packed liferaft shall have a valid annual certificate of new or serviced status from the manufacturer or his approved service station.~~

MoMu0,1,2

~~b) A liferaft built to OSR Appendix A part I ("ORC") packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, be inspected annually (not necessarily unpacked) provided the yacht has on board written confirmation from the manufacturer's approved service station stating that the inspection was satisfactory.~~

MoMu0,1,2

~~c) A liferaft built to OSR Appendix A part II ("ISAF") packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, have its first service no longer than 3 years after commissioning and its second service no longer than 2 years after the first. Subsequent services shall be at intervals of not more than 12 months.~~

MoMu1,2

~~d) A liferaft built to ISO 9650 Part 1 Type Group A, packed in a rigid container or canister shall be serviced in accordance with the manufacturer's instructions but NOT less frequently than every three years~~

MoMu1,2

~~e) A liferaft built to ISO 9650 Part 1 Type Group A packed in a valise shall be inspected annually by an approved manufacturer's agent and serviced in accordance with the manufacturer's instructions but NOT less frequently than every three years.~~

MoMu1,2

~~f) Liferaft servicing certificates shall state the specification that the liferaft was built to. See
OSR4.20.2 MoMu1,2~~

- a) Canister packed liferafts shall be serviced in accordance with the manufacturer's recommendations, but not less frequently than every 3 years. Certificates, originals or copies of, shall be kept on board the yacht. The certificate shall state; the date of manufacture, specification the liferaft was built to and the date of next service. MoMu0,1,2
- b) OSR Appendix A part 1 (ORC) liferafts and Valise packed liferafts shall be serviced annually. Certificates, originals or copies of, shall be kept on board the yacht. The certificate shall state; the date of manufacture, specification the liferaft was built to and the date of next service. MoMu0,1,2

Current Position

As deleted above. Note - OSR 4.20 already covers which liferafts are acceptable. Service requirements would not be changed by this amendment but made clear to owners and administrators.

Reason

Help race organisers and competitors to understand the service requirements of liferafts.
