

Submission: **SR05-12**

Offshore Special Regulations – 4.20.3

Deployment of Liferaft from an inverted canting keel monohull

A submission from the Chairman of the Special Regulation Subcommittee

Proposal

4.20.3 Liferaft Packing and Stowage

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| A Liferaft shall be either:- | MoMu0,1,2 |
| a) packed in a transportable rigid container or canister and stowed on the working deck or in the cockpit, or:- | MoMu0,1,2 |
| b) packed in a transportable rigid container or canister or in a valise and stowed in a purpose-built rigid compartment containing liferaft(s) only and opening into or adjacent to the cockpit or working deck, or through a transom, provided that:- | MoMu0,1,2 |
| i each compartment is watertight or self-draining (self-draining compartments will be counted as part of the cockpit volume except when entirely above working deck level or when draining independently overboard from a transom stowage - see OSR 3.09) and- | MoMu0,1,2 |
| ii the cover of each compartment is capable of being easily opened under water pressure, and- | MoMu0,1,2 |
| iii the compartment is designed and built to allow a liferaft to be removed and launched quickly and easily, or- | MoMu0,1,2 |
| iv in a yacht with age or series date before June 2001, a liferaft may be packed in a valise not exceeding 40kg securely stowed below deck adjacent to a companionway. | MoMu1,2 |
| <u>v For a monohull with moveable ballast paragraph (iv) does not apply and liferaft stowage shall be such that each liferaft may be deployed with the boat in an inverted position from either the inverted hull or from the water aft of the transom with no requirement for the crew to reach forward of the transom.</u> | <u>Mo0,1,2</u> |
| vi Liferaft stowage on a multihull shall be such that each liferaft may be readily removed and launched whether or not the yacht is inverted. | Mu0,1,2 |
| c) The end of each liferaft painter should be permanently made fast to a strong point on board the yacht. | MoMu0,1,2 |

Proposed Effective 1st January 2013

Current Position

As Above

Reason

During the Rambler incident the liferafts were not accessible from the transom and deployment would have involved having to dive under the boat. It is possible to position the liferaft stowage in such a way that it can be deployed without going under the boat and in fact classes like IMOCA 60 already require this.

Other supporting documents include the following:

US Sailing Report Recommendation - Modify ISAF OSR Appendix K (Movable and Variable Ballast) to include emergency escape and access to a liferaft and grab bag from an inverted position. (ISAF OSR, App K)

Draft Irish MCIB Recommendation - Modify ISAF OSR Appendix K (Movable and Variable Ballast) to include a requirement for emergency escape from an inverted hull and access to a liferaft and grab bag from an inverted position.
