

Submission: **SR14-15**

Offshore Special Regulation 4.24 c)

Heaving line / Lifesling

A submission from the French Sailing Federation

Purpose or Objective

To define what a lifesling shall be

Proposal

| | |
|--|---------------------------|
| 4.24 c) A lifesling shall be provided, <u>meeting the minimum requirements as follows:</u> <u>- equipped with a floating line matching to four times the boat length, but at least not longer than 45m (150 ft)</u> <u>- the buoyancy section (horseshoe) shall be of a minimum 90 Newton (20 lbs) buoyancy</u> <u>- the lifesling shall be equipped with a hoist and tackle system strong enough to hoist a crew over board with a hoisting rig (for example spinnaker halyard).</u> <u>- a lifesling shall never have a drogue attached to it</u> | MoMu0,1,2,3 |
| <u>4.24 d) frequent training using the lifesling connected with a hoisting rig to recover a man over board is recommended.</u> | <i>MoMu0,1,2,3</i> |

Current Position

| | |
|---------------------------------------|-------------|
| 4.24 c) A lifesling shall be provided | MoMu0,1,2,3 |
|---------------------------------------|-------------|

Reason

1°) In the current wording, the word *lifesling* is used as a common word.

2°) There is no description of a lifesling, except in the OSR Appendix D, given “for information only”, not as a rule, and which refers to the word “LIFESLING”® as a patented device and/or Registered trademark by the Sailing Foundation (US).

3°) A device intended to be used as a rescue sling to recover a crew over board is a system composed of a floatation collar which is a blend of the traditional horseshoe buoy and a helicopter rescue sling connected to a retrieving line.

The three key points of this device are:

- connecting the Man Overboard (MOB) to the boat,
- floatation of the MOB,
- hoisting the MOB aboard.

Connecting the MOB to the boat: is the best (if not the only) solution to pull the victim alongside to the boat.

Floatation of the MOB: no more comments needed.

Hoisting the MOB aboard: all experienced people can testify that hoisting the MOB on board is a major point but the harder and crucial one - all the crew (all the more so in shorthanded crew) is becoming tired, the MOB is stressed and has no strength left, and shall be hoisted even if injured, unconscious, or in heavy sea conditions. The situation is getting worse and worse when losing time. All system helping to save time is welcome.

4°) There are five models of LIFESLING® in use, approved by USCG - the original number 1 LIFESLING® is no longer in production. The number 4 and 5 are not suitable for offshore races. The LIFESLING® 2 and 3 are appropriate.

There are some other models of rescue slings in the world, meeting the requirements proposed above, like the RESCUE SLING®, the SILZIG® approved by the French Maritime Affairs , the MARINE POOL RESCUE SYSTEM®, and so on...

5°) There are also rescue slings on the market unable to hoist a person, and also some custom-made slings.

That is why it seems necessary to define what OSR are considering as a lifesling.
