

Submission: **SR21-07**

### **Offshore Special Regulations - 4.20.3**

#### **Liferaft Packing and Stowage (on multihulls)**

A submission from the Royal Yachting Association

#### **Proposal:**

To change the regulations as follows so that it becomes mandatory for the stowage of a liferaft on a multihull to be such that it may be readily removed and launched whether or not the yacht is inverted.

#### **4.20.3 Liferaft Packing and Stowage**

A Liferaft shall be either:-

- |   |                       |
|---|-----------------------|
| 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 6/01, a liferaft may be packed in a valise not exceeding 40kg securely stowed below deck adjacent to a companionway.  | MoMu1,2               |
| <b><u>v) Liferaft stowage on a multihull shall be such that each liferaft may be readily removed and launched whether or not the yacht is inverted.</u></b>   | <b><u>Mu0,1,2</u></b> |
| c) The end of each liferaft painter should be permanently made fast to a strong point on board the yacht.   | MoMu0,1,2             |

#### 4.20.4 Liferaft Launching

- a) Each raft shall be capable of being got to the lifelines or launched within 15 seconds. MoMu0,1,2
- b) *Each liferaft of more than 40kg weight should be stowed in such a way that the liferaft can be dragged or slid into the sea without significant lifting* MoMu0,1,2
- ~~c) Liferaft stowage on a multihull should be such that each liferaft can be readily removed and launched regardless of whether or not the yacht is inverted. Mu0,1,2~~

#### Current Position:

As Above

#### Reason:

The requirements for the stowage and launching of liferafts on multihulls are different than those on a monohull. The overriding concern with liferaft stowage on a multihull is that the liferaft be easily accessible to the crew whichever way up the boat may be.

A fundamental requirement of the regulations regarding multihulls is that they must float whether flooded and/or inverted. Therefore a crew are far less likely to need to take to a liferaft in a multihull. In the vast majority of instances they are better off staying with the boat. Even inverted a multihull provides a safer environment for the crew provided it has an escape hatch to allow access and egress. It is unusual for a crew to need to board the liferaft with the urgency required in a monohull which is sinking.

#### Secretariat Note:

This revised wording replaces that of deferred submission SR6-06.