

Submission: **SR33-07**

Offshore Special Regulations – 3.14

Interpretation - Lifelines, Pulpits and Stanchions

A submission from the Chairman of Offshore Committee
(on behalf of the working party)

Proposal:

3.14 Pulpits, Stanchions, Lifelines

~~— Attention is Drawn to ISO 15085~~

3.14.1	When due to the particular design of a multihull it is impractical to precisely follow Special Regulations regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible with the aim of minimising the risk of people falling overboard.	Mu0,1,2,3,4,
3.14.2	Lifelines required in Special Regulations shall be "taut".	**
	a) <i>As a guide, when a deflecting force of 50 N (5.1 kgf, 11.2 lbf) is applied to a lifeline midway between supports, the lifeline should not deflect more than 50 mm.</i>	**
3.14.3	The following shall be provided:	**
	a) a bow pulpit <u>upper rail shall extend</u> forward of the headstay <u>when viewed in side elevation by at least a diameter of the pulpit upper rail</u> (however on yachts under 8.5 m (28 ft) the bow pulpit may be aft of the headstay provided the forward upper rail is within 405 mm (16 in) of the headstay) with vertical height and openings essentially conforming to Table 7. Bow pulpits may be open but the opening between the pulpit and any part of the boat shall never be greater than 360mm (14.2") (this requirement shall be checked by presenting a 360mm (14.2") circle inside the opening)	Mo0,1,2,3,4
	b) a stern pulpit, or lifelines arranged as an adequate substitute, with vertical openings conforming to table 7.	Mo0,1,2,3,4
	c) lifelines (guardlines) supported on stanchions, which, with pulpits, shall form an effectively continuous barrier around a working deck for man-overboard prevention. Lifelines shall be permanently supported at intervals of not more than 2.20m (86.6") and shall not pass outboard of supporting stanchions	**
	d) upper rails of pulpits at no less height above the working deck than the upper lifelines as in Table7.	**

- e) Openable upper rails in bow pulpits shall be secured shut whilst racing **
- f) Pulpits and stanchions shall be permanently installed. When there are sockets or studs, these shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to these shall be mechanically retained without the help of the lifelines. Without sockets or studs, pulpits and/or stanchions shall be through-bolted, bonded or welded. **
- g) The bases of pulpits and stanchions shall not be further inboard from the edge of the appropriate working deck than 5% of maximum beam or 150 mm (6 in), whichever is greater. **
- h) Stanchion or pulpit or pushpit bases shall not be situated outboard of a working deck. For the purpose of this rule a ~~stanchion or pulpit~~ the base shall be taken to include a sleeve or socket into which a ~~stanchion or pulpit~~ the tube is fitted but shall exclude a baseplate which carries fixings into the deck or hull. A pulpit base fitted on the centreline may be positioned outside of the working deck. **
- i) Provided the complete lifeline enclosure is supported by stanchions and pulpit bases effectively within the working deck, lifeline terminals and support struts may be fixed to a hull aft of the working deck **
- j) Lifelines need not be fixed to a bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in). **
- k) Lifeline shall be continuous and fixed only at (or near) the bow and stern however a bona fide gate shall be permitted in the lifelines on each side of a yacht. Except at its end fittings the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving in 3.14.6 (a) shall not modify tension in the lifeline. **
- l) Stanchions shall be straight and vertical except that:- **
- i) within the first 50 mm (2 in) from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8 in), and **
- ii) stanchions may be angled to not more than 10 degrees from vertical at any point above 50 mm (2 in) from the deck. **
- m) It is strongly recommended that any design also complies with ISO 15085 **

Current Position:

Interpretation Number 6 – Lifelines, Stanchions & Pulpits

Questions and Answers

Question 1

~~Is it permitted for a lifeline to be fixed to each stanchion instead of following the usual practice to employ a line fixed only at (or near) bow and stern and passing through each stanchion with the stanchion permitting fore-and-aft movement?~~

Answer 1

~~No. A lifeline shall be continuous and fixed only at (or near) bow and stern however a bona fide gate shall be permitted in the lifelines on each side of a yacht. Except at its end fittings the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving in 3.14.6 (a) shall not modify tension in the lifeline.~~

Question 2

~~OSR 3.14.3 (a) requires "a bow pulpit forward of the headstay". What part or parts of the bow pulpit must be forward of the headstay?~~

Answer 2

~~When viewed in side elevation at least a diameter of the pulpit upper rail shall be forward of the headstay.~~

Question 3

~~What angles are permitted in the rails of bow and stern pulpits?~~

Answer 3

~~3.14.3 (k) applies to bow and stern pulpits except that in side view, pulpit/pushpit legs may have fore and aft slope. A support leg as subsidiary to a main leg of a pulpit, or a stanchion, (as a flying buttress in architecture) may have any angle.~~

~~Alan Green~~

~~Chairman OSR sub-Committee~~

Reason:

The proposal is to delete the interpretation and incorporate the interpretation as an amendment.

The following changes are also proposed in addition to including the interpretation:

- 1) after the correspondence with the Secretariat involving proposed pulpit designs within the TP52 class. Were the pulpit bases came out of the side of the hulls it was felt advantageous to include within 3.14.3(h) the pulpit and pushpit.
- 2) Removal of the ISO standard from the title of the section as it wasn't clear how it was included in the ISO standard and clearly including it as a recommendation.

Here are some photos of the issues courtesy of Mike Urwin & Andrew Williams



Picture 1 – Custom Boats 1 (Issue: upper rail at deck level)



Picture 2 – Custom Boats 2 (Upper rail does not extend forwards of the forestay)



Picture 3 – Custom Boats



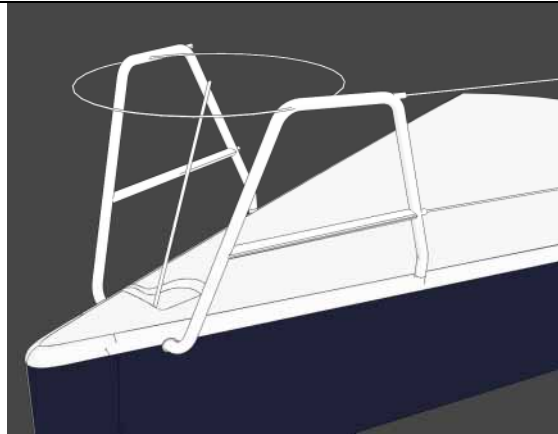
Picture 4 – Production Boat



Picture 5 – Production Boat



Picture 6 – Custom Boats



Picture 7 – Custom Boats (concept)



Picture 8 – Production Boat



Picture 9 – Production Boat



Picture 10 – Production Boat