

Submission: **SR06-08**

### **Offshore Special Regulations – 5.02**

Mandatory crotch strap for Safety Harness

A submission from the NSF (NSF 001-08)

Proposal:

<b>5.02 Safety Harness and Safety Lines (Tethers)</b>	MoMu0,1,2,3
5.02.1 each crew member shall have a harness and safety line that complies with <b><u>the following</u></b> :	MoMu0,1,2,3
a) EN 1095 (ISO12401) or equivalent with a safety line not more than 2m in length	MoMu0,1,2,3
b) <b><u>A harness shall be fitted with a crotch strap or thigh straps;</u></b>	MoMu0,1,2,3
c) <b><u>crotch straps and thigh straps shall have width and strength which is not lower than that of the harness structural webbing which it is attached to. Ref. ISO 12401</u></b>	MoMu0,1,2,3
d) <b><u>the device for attaching the crotch strap and the thigh straps to the harness shall have a strength which is not lower than that of the straps</u></b>	MoMu0,1,2,3
<del>ae)</del> <i>Warning it is possible for a plain snaphook to disengage from a U-bolt if the hook is rotated under load at right-angles to the axis of the U-bolt. For this reason the use of snaphooks with positive locking devices is strongly recommended</i>	MoMu0,1,2,3
5.02.2 At least 30% of the crew shall each, in addition to the above be provided with either:-	MoMu0,1,2,3
a) a safety line not more than 1m long, or	MoMu0,1,2,3
b) a mid-point snaphook on a 2m safety line	MoMu0,1,2,3
c) Each yacht shall carry spare harness and safety line units as required in OSR 5.02.1 above sufficient for at least 10% of the total number of persons on board (minimum one unit).	Mo0
5.02.3 A safety line purchased in January 2001 or later shall have a coloured flag embedded in the stitching, to indicate an overload. A line which has been overloaded shall be replaced as a matter of urgency.	MoMu0,1,2,3

5.02.4 A crew member's lifejacket and harness shall be compatible	MoMu0,1,2,3
5.02.5 <i>It is strongly recommended that:-</i>	MoMu0,1,2,3
a) <i>static safety lines should be securely fastened at work stations;</i>	MoMu0,1,2,3
<del>b) <i>a harness should be fitted with a crotch strap or thigh straps;</i></del>	<del>MoMu0,1,2,3</del>
c) <i>to draw attention to wear and damage, stitching on harness and safety lines should be of a colour contrasting strongly with the surrounding material;</i>	MoMu0,1,2,3
d) <i>snaphooks should be of a type which will not self-release from a U-bolt (see OSR 5.02.1(a)) and which can be easily released under load (crew members are reminded that a personal knife may free them from a safety line in emergency);</i>	MoMu0,1,2,3
e) <i>a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race.</i>	MoMu0,1,2,3

Current Position:

-

Reason:

NSF sent a submission on this subject in 2007. This submission was deferred, mainly after a discussion about the strength requirements. This submission replaces submission SR03-07, the main difference is that strength requirements have been added.

Experience from the Sydney to Hobart Race 1998 shows that a person hanging outside the lifelines lost both safety vest and harness in connection with a trial to recover him. He was left in stormy seas without a life vest. There are also other reports on similar problems.

At the annual meeting in 2007 it was decided that life jackets shall be equipped with a crotch strap or thigh straps (OSR 5.01.2.b). It is not logical that only life jackets and not harnesses should be fitted with straps. It is indeed more important that a safety harness has a crotch strap of adequate strength.

A crotch strap or thigh straps for harnesses are inexpensive and effective items to considerably reduce the risk of losing the harness in a case of emergency, and it should be mandatory and not only strongly recommended.

30.07.2008 Nils Nordenstrøm