Submission: SR08-08

Offshore Special Regulations 4.04.1 and Appendix G

Man Overboard Prevention and Recovery Aid

A submission from the Chairman of the Offshore Committee
(drafted by the secretariat on the request of the Chairman and Dave Irish)

Proposal:

4.04	**Jackstays, Clipping Points and Static Safety Lines**	
4.04.1	The following shall be provided:	
	a) Jackstays:-	MoMu0,1,2,3
	shall be provided-	
	i attached to through-bolted or welded deck plates or other suitable and strong anchorage fitted on deck, port and starboard of the yacht's centre line to provide secure attachments for safety harness:-	MoMu0,1,2,3
	ii comprising stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16 in), or webbing of equivalent strength;	MoMu0,1,2,3
	iii which, when made from stainless steel wire shall be uncoated and used without any sleeving;	MoMu0,1,2,3
	iv 20kN (2,040 kgf or 4,500 lbf) min breaking strain webbing is recommended;	MoMu0,1,2,3
	v at least two of which should be fitted on the underside of a multihull in case of inversion.	Mu0,1,2,3
	vi it is recommended that jackstays runs through a padeye 2 – 2.5 metre forwards of the aft edge of the pushpit	**MoMu0,1,2,3**

Appendix G - Session 6 Man overboard prevention and recovery

6.1 Prevention

.1 lifelines to be maintained in accordance with Special Regulations

.2 harness to be clipped on at night and in rough weather (see C5.1.1)

.3 drawback of plain harness hooks

.4 harness crotch straps prevent “slip-out”

.5 use the sea toilet in bad weather not the stern

.6 encourage the use of shorter safety line and in particular lines with mid line clips as being most adaptable (highlighting issues with being towed in the water at speed while in a harness and the how a shorter line (less than 1m) both aids recovery and reduce potential risk particularly on high performance boats)

Current Position:

As Above

Reason:

The submission above is in response to the article below published in scuttlebutt having checked that the issues raised were covered by offshore special regulations.

Extract from Scuttlebutt 06-08-08

“* From Roger Marshall: (re, story in Issue 2653) Interesting read on The Santa Barbara race overboard scenario. The ladies were very fortunate.

Readers might want to be aware of some research I did a couple of years ago for my book Rough Weather Seamanship. We towed a swimmer on a lifejacket harness at various speeds and found that at speeds over 4 knots the swimmer can barely keep his/her head above water. At six to eight knots the bow wave created by the person came over his head and he had great difficulty breathing (we stopped the test at this point!). At this same speed the drag of a person in foul weather gear is so high that two crew could not drag that person up to the boat and out of the water. When a boat is sailing at twelve to sixteen knots, it will be almost impossible to get a person back aboard. This leads to two conclusions, first, use lifejackets without a harnesses for high speed sailing or end jacklines far enough forward that, should a person go overboard, they can still hold onto the rail. If they end up a full tether length behind the boat, they may be drowned before the boat can be stopped.”

There are two parts to this submission

1) Change to 4.04.1

Two metres is the maximum length of a lifeline under the OSR 5.02.1. The aim of the proposed padeye is to prevent a casualty who falls overboard near the bow from sliding aft along the jackstay and then trailing behind the boat. By

stopping the man overboard forwards of the aft end of the boat he will be able to potentially reach the gunnel for support and to aid recovery.

2) Appendix G

The length of safety line tethers is covered but the regulations (5.02.2) don’t highlight clearly the reasoning for the shorter 1m tethers or mid-point snaphooks. Training should highlight the difficulties and potential drowning risks of being towed at speed from a lifeline.