

Submission: **SR6-06**

OFFSHORE SPECIAL REGULATIONS

SR 4.20.3 Liferaft Packing and Stowage (on multihulls)

A submission from the RYA

Proposal:

To change the regulations as follows so that it becomes mandatory for the stowage of a liferaft 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:-

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|---|-----------------------|
| 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 |
| <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. A liferaft may be packed in a valise not exceeding 40kg securely stowed below deck adjacent to an escape hatch; provided that the escape hatch is large enough to allow the liferaft to be launched through the escape hatch.</u> | <u>Mu0,1,2</u> |
| c) The end of each liferaft painter should be permanently made | MoMu0,1,2 |

fast to a strong point on board the yacht.

4.20.4 Liferaft Launching

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|---|--------------------|
| a) Each raft shall be capable of being got to the lifelines or launched within 15 seconds. | MoMu0,1,2 |
| b) <i>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</i> | 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:

The permitted packing stowage and launching of a liferaft on a multihull is as follows:

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 |
| 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

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 is 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.