

Offshore Special Regulations

5.02 Safety Harness and Tethers

A submission from the Chairman, International Regulations Commission

Purpose or Objective

To clarify the requirements.

Proposal

Amend regulation:

MoMu0,1,2,3	5.02	Safety Harness and Tethers
MoMu0,1,2,3	5.02.1	A harness that complies with ISO 12401 or equivalent and a tether that:
MoMu0,1,2,3	5.02.2	<u>A tether that shall:</u>
MoMu0,1,2,3	a)	comply with ISO 12401 <u>or equivalent</u> (or EN 1095 if manufactured prior to 2010)
MoMu0,1,2,3	b)	<u>not exceed 2m(6'-6") including the length of the hooks</u> is not more than 2 m (6' 6") in length
	c)	<u>have self-closing hooks</u>
MoMu0,1,2,3	d)	have overload indicator flag embedded in the stitching
MoMu0,1,2,3	e)	Be manufactured after 2000
MoMu0,1,2,3	5.02.3	<u>30% All</u> of the crew shall have either: [from 1 January 2018 all crew shall have a mid-point snaphook on a 2m tether]
MoMu0,1,2,3	a)	a tether <u>not exceeding 1m(3'-3") including the length of the hooks</u> not more than 1 m (3' 3") long, or
MoMu0,1,2,3	b)	<u>An intermediate self-closing hook</u> mid-point snaphook on a 2 m (6'-6") tether
MoMu0	c)	a boat shall carry spare harnesses and tethers as required in OSR 5.02.1 above, sufficient for at least 10% of the crewmembers (minimum one unit)
MoMu0,1,2,3	5.02.4	A tether which has been overloaded shall be replaced

Current Position

MoMu0,1,2,3	5.02	Safety Harness and Tethers
MoMu0,1,2,3	5.02.1	A harness that complies with ISO 12401 or equivalent and a tether that:
MoMu0,1,2,3	a)	is not more than 2 m (6'-6") in length
MoMu0,1,2,3	b)	complies with ISO 12401 (or EN 1095 if manufactured prior to 2010)
MoMu0,1,2,3	c)	have overload indicator flag embedded in the stitching
MoMu0,1,2,3	d)	be manufactured after 2000

MoMu0,1,2,3	5.02.2	30% of the crew shall have either: [from 1 January 2018 all crew shall have a mid-point snaphook on a 2m tether]
MoMu0,1,2,3	a)	a tether not more than 1 m (3'-3") long, or
MoMu0,1,2,3	b)	a mid-point snaphook on a 2 m (6'-6") tether
MoMu0	c)	a boat shall carry spare harnesses and tethers as required in OSR 5.02.1 above sufficient for at least 10% of the crewmembers (minimum one unit)
MoMu0,1,2,3	5.02.3	A tether which has been overloaded shall be replaced

Reason

To amend text to:

Implement the November 2016 decision to approve SR07-16 to increase the 30% crew to 100% crew.

Clarify the text in response to questions received :

Can you clarify in section 5.02 Safety Harnesses and tethers the following two points?

Do you require as per subsection c) an Overload Indicator within a safety Harness, as it reads to a harness as well as a safety tether?

Same subsection but relating to the use of a mid point "snap hook" in a tether, do we assume that you require one or two overload indicators? if the objective of the mid point snap hook is to be used as the main bearing hook some of the time, then do you require a second overload indicator after this hook?

Section 5.01 Lifejackets under Subsection A ii you state they must have "an integral safety harness in compliance with OSR 5.02" the way the 5.02 is written would infer that a Life Jacket with an integral harness would also require a safety overload indicator within the main webbing of the Harness waist band?
