

**Offshore Special Regulation 5.01 and 5.02**

Lifejacket and Safety harness

A submission from the Working Party Reviewing lifejackets, harnesses and safety lines

Purpose or Objective

Amend OSR 5.01 and 5.02 to:  
be more consistent;

Irrespective of the age of manufacture of a lifejacket to:

- delete from OSR Category 4 the requirement for a safety harness.
- delete from Category 4 the requirement for a lifejacket spray hood.
- delete the requirement for lifejackets to have an integral harness in Category 3 and 4
- permit a combination of separate lifejacket and harness in Category 3.

Proposal

Amend text to read as follows:

5.01 Lifejacket

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5.01.1 Each crew member shall have a lifejacket as follows:-

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Lifejackets manufactured before 1 January 2012

- a) i In accordance **water performance of the lifejacket shall comply** with ISO 12402 – 3 (Level 150) or equivalent, including EN 396 or UL 1180 **as a minimum**

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- ii **if inflatable, have a compressed gas inflation system.**

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- iii **shall be fitted with Crotch/thigh straps**

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- iv **shall be fitted with an integral safety harness in compliance with 5.02**

**MoMu0.1.2**

Lifejackets manufactured after **from** 1 January 2012 **onwards**

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- b) i **In-water performance of the lifejacket** shall be in accordance **comply** with ISO 12402–3 (Level 150) **as a minimum** and shall be fitted with:-

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- ii **mandatory whistle in compliance with ISO 12402-8**

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- iii **mandatory lifting loop in compliance with ISO 12402-8**

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- iv **mandatory reflective material in compliance with ISO 12402-8**

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- v **Automatic/manual compressed gas inflation system**

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- vi **Crotch/thigh straps (ride up prevention system (RUPS))**

- vii **An integral deck safety harness in compliance with 5.02**

**MoMu0.1.2**

Notes: Persons of larger than average build are generally more buoyant than those of average build and so do not require a lifejacket with greater levels of flotation.

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Wearing a Level 275 lifejacket may hamper entry into liferafts.  
A lifejacket may be equipped with an automatic/manual conversion facility for the inflation system; it shall then additionally meet all the requirements of EN ISO 12402-6, clause 6.3

- ~~a sprayhood in accordance with ISO 12402-8.~~
- ~~a full deck safety harness in accordance with ISO 12401 (ISO 1095) including a crotch or thigh strap (holding down device) as specified in ISO 12401 (ISO 1095).~~
- ~~If of an inflatable type either~~
  - ~~(a) automatic, manual and oral inflation or~~
  - ~~(b) manual and oral inflation~~

~~Notes: ISO 12402 requires Level 150 lifejackets to be fitted with a mandatory whistle and retro-reflective material. Also, when fitted with a safety harness, ISO 12402 requires that this shall be the full safety harness in accordance with ISO 12401. Any equivalent lifejacket shall have equal requirements.~~

- b) ~~fitted with either a crotch strap(s) / thigh straps or a full safety harness in accordance with ISO 12401,~~

~~Note: The function of lifejacket crotch/thigh straps is to hold the buoyancy element down. A crew member before a race should adjust a lifejacket to fit then retain that lifejacket for the duration of the race. Correct adjustment is fundamental to the lifejacket functioning correctly.~~

- c) ~~fitted with~~ **An emergency position indicating** a lifejacket light in accordance with **ISO 12402-8 or** SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours),

**\*\*MoMu0.1,2,3**

- d) ~~if inflatable have a compressed gas inflation system,~~

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- e) ~~if inflatable, regularly checked for gas retention,~~

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- f) ~~compatible with the wearer's safety harness,~~

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- g) clearly marked with the yacht's or wearer's name,

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- h) fitted with a splashguard / sprayhood in accordance with ISO 12402 – 8,

MoMu0,**1,2,3**

- i) Fitted with a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)

MoMu0

- j) It is strongly recommended that a lifejacket has a splashguard / sprayhood See ISO 12402 – 8,

MoMu1,2,3, 4

5.01.2 For every gas inflatable lifejacket a spare cylinder and if appropriate a spare activation head shall be carried.

MoMu0,**1,2**

5.01.3 Each yacht shall carry a spare lifejacket or lifejacket(s) as required in OSR 5.01.1 sufficient for at least 10% of the total number of persons on board (minimum one spare lifejacket). At least one of the required spare lifejacket(s) shall be a semi - automatic for use in man overboard recovery.

MoMu0,**1,2**

5.01.4 The person in charge shall personally check each lifejacket at least once annually.

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**5.02 Safety Harness and Safety Lines (Tethers)**

- 5.02.1 Each crew member shall have a harness and safety line that complies with ISO 12401 or equivalent with a safety line not more than 2m in length. MoMu0,1,2,3  
 Harnesses and safety lines manufactured prior to Jan 2010 shall comply with either ISO 12401 or EN 1095.  
 Harnesses and safety lines manufactured prior to Jan 2001 are not permitted.
- a) 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. 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
- 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). MoMu0,1,2,3
- 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. Mo0
- 5.02.4 A crew member's **combination of separate** lifejacket and harness shall be compatible **where permitted by the category of event** MoMu0,1,2,3,4
- 5.02.5 It is strongly recommended that:- MoMu0,1,2,3
- a) static safety lines should be securely fastened at work stations; MoMu0,1,2,3
- b) A harness should be fitted with a crotch strap or thigh straps. MoMu0,1,2,3
- c) to draw attention to wear and damage, stitching on harness and safety lines should be of a colour contrasting strongly with the surrounding material; MoMu0,1,2,3
- d) 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); MoMu0,1,2,3
- e) a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race. MoMu0,1,2,3
- MoMu0,1,2,3
- 5.02.6 Warning - a safety line and safety harness are not designed to tow a person \*\*  
 in the water and it is important that the shortest safety line length possible be used with a harness to minimise or eliminate the risk of a person's torso becoming immersed in water outside the boat, especially when working on the foredeck. 1m safety lines or the midpoint snaphook on a 2m line should be used for this purpose. The diligent use of a properly adjusted safety harness and the shortest safety line practicable is regarded as by far the most effective way of preventing man overboard incidents.

Current Position

As above

Reason

As detailed in the Report of the Working Party on Lifejacket, harness and Safety Line Review – see  
OSR Agenda Item 6(c)