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Position:	Sub-Committee chair
Title of Proposal:	Special Regulations – Offshore PFDs
Subtitle:	
Related proposals:	OOC-2025-020, OOC-2025-021

Proposal:

Proposed change to OSR 5.01.1		
Category Rule number		
** —	<u>5.01.0</u>	<u>Each crewmember shall have a gas inflatable lifejacket which shall:-</u>
** —	<u>5.01.1</u>	<u>Comply with ISO 12402-3 (Level 150) and have been manufactured after 2011.</u> <u>It shall be fitted with the following each complying with ISO 12402-3 or ISO 12402-8</u>
** — ** — <u>MoMu0,1,2,3</u> <u>MoMu0,1,2,3</u> <u>MoMU0,1,2</u> <u>MoMu0</u>		a) <u>A Manual or Automatic gas inflation system</u> b) <u>A ride up prevention system</u> c) <u>An emergency position indicating light</u> d) <u>Sprayhood</u> e) <u>A deck safety harness</u> f) <u>A Personal location device</u> <u>It shall also</u> g) <u>Be of the appropriate size range for the crewmember as marked on the PFD</u> h) <u>Have been indelibly marked with the name of the owner or boat</u>

<u>MoMu1,2,3</u>	<u>5.01.2</u>	<u>A boat shall carry at least one gas inflatable lifejacket spare cylinder and, if appropriate, spare activation head for each type of lifejacket on board.</u>
<u>MoMu0,1,2</u>	<u>5.01.3</u>	<u>A boat shall carry at least one spare lifejacket as required but a spare personal location device is not required.</u>
<u>**</u> <u>—</u>	<u>5.01.4</u>	<u>The person in charge shall personally check each life jacket has been serviced in accordance with the manufacturers recommendation by an approved service station and that the next service date as marked on the lifejacket has not been exceeded</u> regularly or at least once annually.

Current position:

Each <u>crewmember</u> shall have:		
	<u>5.01</u>	Lifejacket
<u>**</u>	<u>5.01.1</u>	A lifejacket which shall:
<u>**</u>		a) i if manufactured before 2012 comply with <u>ISO</u> 12402-3 (Level 150) or equivalent, including <u>EN</u> 396 or <u>UL</u> 1180 and:
<u>**</u>		• if inflatable have a gas inflation system
<u>**</u>		• have crotch/thigh straps (ride up prevention system)
<u>MoMu0,1,2</u>		• have an integral safety harness in compliance with <u>OSR</u> 5.02
<u>**</u>		ii if manufactured after 2011 comply with <u>ISO</u> 12402-3 (Level 150) and be fitted with a whistle, lifting loop, reflective material automatic/manual gas inflation system:
<u>**</u>		• crotch/thigh straps (ride up prevention system)
<u>MoMu0,1,2</u>		• an integral safety harness in compliance with <u>OSR</u> 5.02
<u>MoMu0,1,2,3</u>		b) have an emergency position indicating light in accordance with either <u>ISO</u> 12402-8 or <u>LSA</u> code 2.2.3,
<u>**</u>		c) be clearly marked with the boat's or wearer's name,
<u>MoMu0,1,2,3</u>		d) have a sprayhood in accordance with <u>ISO</u> 12402-8
<u>MoMu0</u>		e) have a <u>PLB</u> (as with other types of <u>EPIRB</u> , should be properly registered with the appropriate authority),
		f) if inflatable, be regularly checked for air retention.

**	MoMu0,1,2,3	5.01.2	A boat shall carry at least one gas inflatable lifejacket spare cylinder and, if appropriate, spare activation head for each type of lifejacket on board.
	MoMu0,1,2	5.01.3	A boat shall carry at least one spare lifejacket as required in <u>OSR</u> 5.01.1, (a spare <u>PLB</u> described in <u>OSR</u> 5.01.1 e) is not required),
**		5.01.4	The <i>person in charge</i> shall personally check each lifejacket at least once annually.

Reasons:

Owing to the current OSR 5.01 being out of date in respect of Standards etc.

All proposals above in red text purely update the existing OSR without any attempt to change its intent. The blue text are proposed additions owing to changes in the ISO Standards considered important and which need to be included. Notes on the proposal are given below.

Rational for the proposals.

A. It is recommended that the OSR continue to apply ISO 12402 in the future as the only PFD standard. Reference to EN 396 and UL 1180 should be deleted.

EN 396 was withdrawn in 2006. UL 1180 is not a traceable standard. UL check standards for compliance and mark them UL. But they are not a UL standard just a mark of compliance with the ISO.

B. It is recommended that the Level of ISO PFD for all OSR Categories except Inshore Dinghy Racing should remain at Level 150.

As is current in the OSR.

C. It is recommended that a “cut off” date is retained in the new OSR 5.01 and that this is 2012 for Level 150 PFDs i.e. all Level 150 PFDs shall have been manufactured since 2011.

The proposed new revised “cut off” date for Level 150 PFDs reflects improvements in ISO 12402 and generally meets with the practice of WS in requiring PFDs to be no older than 10 years. The 2012 edition of the ISO was the last before the current 2020 edition, only 5 years old.

D. It is recommended that all accessories, additions and options permitted by ISO 12402 are included and dealt with in a similar manner as in the current OSR except where ISO 12402 now mandates the item in which case it need not be mentioned i.e.:-

- Where the item is mandatory in 12402-3 (2012) no mention need be made
- Where the item is covered by 12402-8 that standard should be invoked
- Where the item is dealt with in the current OSR only, then it should be included as is.

This proposal follows and reflects improvements made to ISO 12402. Whereas whistles, lifting loops and reflective material were optional in the 2006 ISO, these are all mandatory in the 2012 and 2020 editions.

Safety harness attachments, emergency lights and spray hoods are still optional accessories and all are now specified in Part 3 or Part 8 of the Standard. Although a ride up prevention system is mandatory in the current ISO it is included as required in the proposal above as they can be removed from PFDs by the user.

E. It is recommended that all Level 150 PFDs are of the inflatable type.

This is already much the case as solid lifejackets are over bulky and more uncomfortable to wear than the inflatable type. Passing through companionways and hatches and entering Liferafts in solid PFDs would be a problem.

F. It is recommended that compliance with the “size range” be introduced as a requirement to accord with the 2012 and 2020 editions of ISO 12402.

This is a new proposal but is considered necessary to insure that the correct physical size of PFD is carried for each crewmember. Although the primary classification of and hence choice of ISO PFDs is by Level (indicating intended area of use), each is also sub divided by the mass and physical size range of the user. For a PFD to function as designed it is important that these sub divisions are met.

(at the 2012 Olympic Regatta a number of competitors offered “under size” Level 50 PFDs at Equipment Inspection, it is thought in an endeavour to reduce the weight carried aboard).

G. It is recommended that Level 150 PFD checking / servicing is undertaken as recommended by the manufacturer.

The latest, 2020 version of ISO 12402 Level 150 requires the following information be marked on the PFD by the manufacturer:-

- *the expected servicing interval assuming average use, and a space for servicing dates to be marked, including additional items (gas bottles, bobbins, retroreflective tapes, etc.) and their replacement;*

and to be included in the owner's manual:-

- *contact details for advice on rearming, repacking and servicing of the lifejacket;*

These new requirements mean that the existing OSR 5.01.4 is no longer compatible with the ISO. The proposal above is a suitable replacement for the existing 5.01.4.