



OWNERS MANUAL

**OCEAN STANDARD
LIFERAFT**

1. Installation on the yacht

Inflatable liferaft is folded and packed inside the GRP container or valise. The liferaft packed in container should be put on the cradle of yacht. When installed, the container should be in the upright position and is to be fastened with lashing (see Fig. 1). The liferaft packed in valise should be stowed in such a place clearly marked so that it can be taken away easily. Pull out the painter of liferaft and tie it on the fixed point of the yacht. The painter of the liferaft packed in the valise is to be fastened before its operation. The length of painter pulled out comes to not more than 2m.

2. Operating Procedure

The liferaft should be thrown into the water and be inflated to its full shape, and be operated as per the following procedures:

- 2.1 Loosen the slip hook of the lashing on the container (see Fig. 2) and throw the liferaft into the water, but the liferaft packed in valise may be thrown into water directly.
- 2.2 During the lowering process of liferaft the painter will be pulled out continuously, the CO₂ cylinder valve is actuated by the inflation pulling line connected to the painter when near to the water surface, and the CO₂ flows/goes into the liferaft until it is inflated to full shape and floats on the water.
- 2.3 If the stowage height of liferaft on the yacht is too low or the stowage height becomes low caused by the sinking of yacht, the lowering of liferaft may not cause the opening of cylinder

valve. In that case the painter is to be pulled out immediately and continually until the opening of cylinder valve to achieve total inflation of liferaft.

2.4 Make liferaft close to yacht by pulling the painter provided the liferaft is in upright position after lowered to the water and inflated to its full shape.

2.5 If the liferaft is in the upside down position after it is lowered to the water and inflated to its full shape, it shall be righted by one person first and then the operation should be done as per Para. 2.4. In writing process, the operator shall stand close to the CO₂ cylinder side of liferaft, and takes a strong tug on the righting tape to right the liferaft (see Fig. 3). It's easier for operator to right liferaft with the wind.

3. Boarding

3.1 After liferaft is close to the side of yacht, people on the yacht may jump directly on the liferaft; somebody, who is in water, should try to swim close to liferaft and board the liferaft through boarding ladder.

3.2 After boarding, the people shall not only sit in order but also search the people still in water, and help them get on board liferaft. The people on liferaft may throw the rescue quoits with the line in enough length to them, and pull the line continuously after the people in water caught the rescue quoits -until they can board the liferaft. At night, the torch should be used to attract the attention of the people in water.

3.3 After all the people leave the sinking yacht and get on aboard liferaft, release or cut the painter (see Fig. 4) quickly to make the liferaft be disconnected with the sinking yacht, and then make the liferaft away from the yacht by the paddle.

4. Self-protection and seeking help

4.1 Close curtains against cold wind in cold weather or at night.

4.2 Clear out water accumulated with bailer and sponge.

4.3 Using the various signals in proper time and correctly in order to be found and rescued as soon as possible, which is demonstrated as following:

4.3.1 Position light on top of the canopy should be on at night (The position light power supply can be in use more than 12 hours) .On noticing the aircrafts or watercrafts passing. Release parachute rocket flare, red flare or signals made by electric torch immediately (sig 5).

4.3.2 Make signals to passing aircrafts and watercrafts for help by daylight signal mirror which is functioned with sunlight in the day.

4.3.3 Turn off the position light in the day to save the electricity.

4.3.4 Make the signals for help with portable WIRELESS TRANSMITTER AND RECEIVER, wireless position light for emergency or Search and Rescue Transponder (SART) (If they are handy) according to their instructions.

4.4 There is an equipment bag in the raft which contains various equipments. The correct operation of these equipments and

different kinds of operating methods for emergency should be mastered.

4.5 There is fresh water and first aid kit in the ORC. However, considering the limited amount, limiting the using quantity is required.

4.6 There is a rain catchment on the canopy. Be sure to collect the rain when it is raining.

4.7 When the pressure of the buoy tube (gas chamber) is to be found less than the working pressure, inflation with the bellow is at your convenience.

5. Maintenance and Repair

5.1 Pay attention to the maintenance of liferaft and make it in good operational condition during its float. Rubber fabric is inflammable and may be broken by sharp items.

5.2 Immediately repair it once the damage of buoyant tube is found. Repair tools equipped on the liferaft can be used for repairing (see Fig. 6).

6. Service for liferaft

6.1 Service for liferaft should be carried out by service station approved by the local marine authorities and authorized by Shanghai Star Rubber Products Co., Ltd.

6.2 Interval period for service: 3 years, 3 years, 2 years, 1 year... .

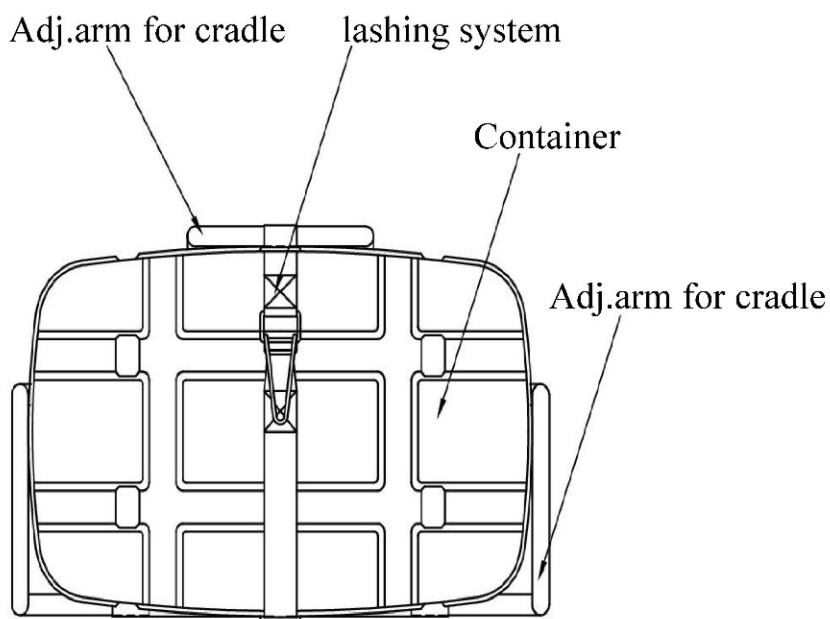


Fig.1 Installation on the yacht

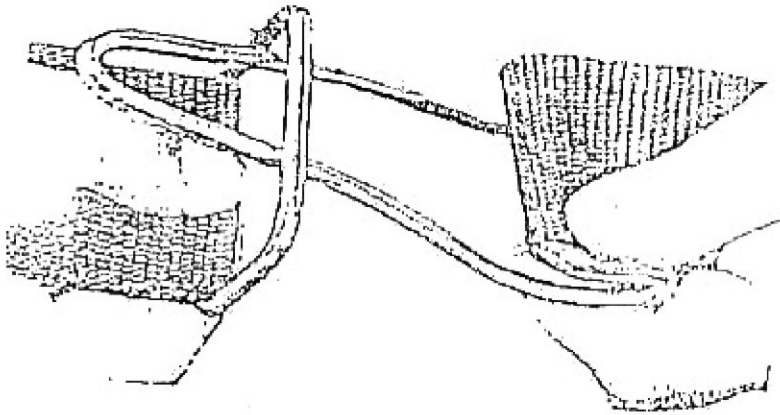


Fig. 2 Slip hook

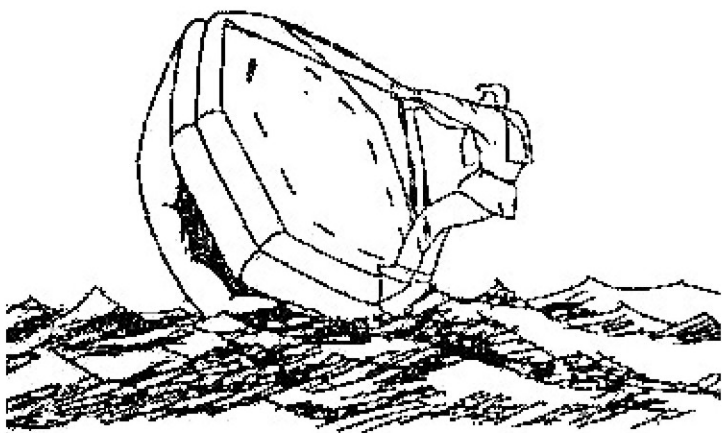


Fig. 3 Righting

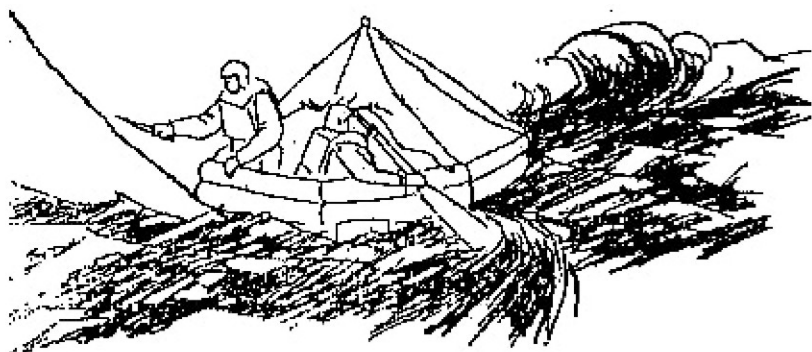
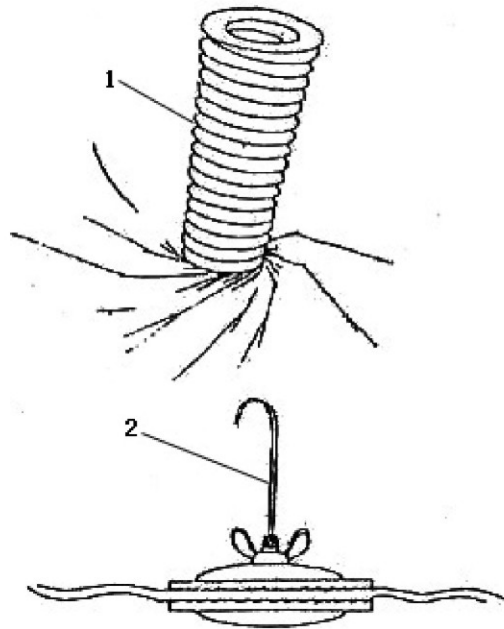


Fig.4 cut the painter



Fig.5 Send signals for help to ship and aircrafts at night



1. Conical plug for patching and its use 2.Clamp and use
Fig.6 Repairing



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