

Szczecin, 08.12.2015

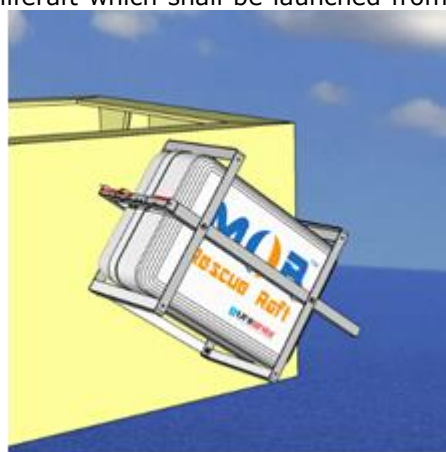
The new MOB-RR

Introduction

The **Man Over Board Rescue Raft (MOB-RR)** is a small liferaft which shall be launched from the bridge wing and which shall increase the possibility of a person in the water to survive.

There are a lot of advantages for the person in the water:

- He can enter the liferaft and is out of the water. The possibility of hypothermia is reduced as well as the other dangers of the environment (sun, rain, animals, etc.).
- The life raft contains an AIS transmitter and a VHF handheld. Therefore the position of the liferaft is visible on the radar and the person in the MOB-RR can communicate with all ships around.
- The complete liferaft with the person inside can be retrieved from the water by connecting the lifting slings with any crane hook, davit hook or other heaving line. There is no need of launching the rescue boat and to bring other persons into unnecessary danger.



Preparation

At the start there are three different liferafts, two different launching frames and two ways of activating the inflation. This demonstration is also meant to find out the best of the alternatives.



Here we see Captain J. Sklenar who has developed these MOB-RR. We are on board of the NAWIGATOR XXI, the training vessel of the nautical academy in Szczecin.

We can see that the liferaft containers have rolls on each side which fit into the rails of the launching cradles.

For the demonstration we used the one with the L-profile because it was easier to load it from the

top. For final installation on board the one with the U-profile would be better because the MOB-RR cannot jump out of the rails due to the movements of the vessel.



The launching device has been fixed on the aft deck. The only mean of holding it is now the release mechanism which is an electrical release mechanism from the well-known company Hammar.

Test 1

The painter line is not fixed. On test one and two the activation of the raft will be done by pulling the painter line by the person in the water.



Activating the raft in the water is bearing some danger for the person doing this. The raft opens quite rapidly and the lid is flying through the air. On the other hand not every person on board (passenger, cook, etc.) is familiar with the functions of a life raft and knows how to activate the raft.

The raft used for test one is a 4 person liferaft from the well-known company Huayang in China. It has stabilizing water pockets below the raft. All three tested rafts have the lifting slings already fitted.

The recovery of the rafts was no problem. The lifting slings are already fitted and combined in an eye for the crane hook.

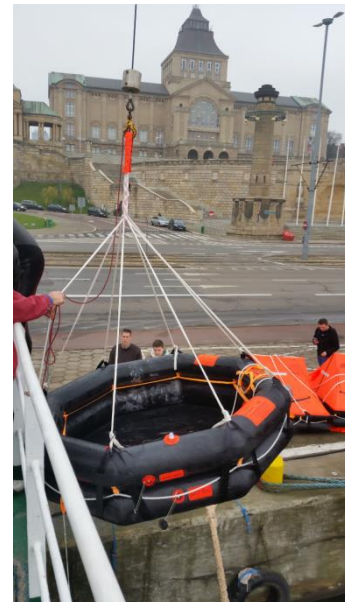


Test 2

Test two was almost identical only the raft had no stabilizing water pockets under the raft.

Test 3

On test three a round open raft has been used and the inflation was automatically. Therefore the painter line was secured to the construction. After release of the raft and during the drop the 2 m painter line was pulled out of the container and activated the inflation. This worked well and has to be regarded as the preferred and safer way of activation.





The Equipment:

It is intended to have no regular liferaft equipment provided. Only three things shall be stored inside:

1. AIS transponder
2. VHF handheld
3. Thermal protective aid

Resume

There are a lot of advantages of this new mean of rescue:

- The man over board can enter the liferaft and is out of the water. The possibility of hypothermia is reduced as well as the other dangers of the environment (sun, rain, animals, etc.).
- The life raft contains an AIS transmitter and a VHF handheld. Therefore the position of the liferaft is visible on the radar and the person in the MOB-RR can communicate with all ships around. For the rescuer it is important to know how many persons are involved and are they all right or injured and for the victim(s) it is important to know are the others aware of me and what is planed / how long will it take.
- The complete liferaft with the person inside can be retrieved from the water by connecting the lifting slings with any crane hook, davit hook or other heaving line. There is no need of launching the rescue boat and to bring other persons into unnecessary danger.
- Knowing the man over board in a safe and protected place gives me sufficient time to plan the next maneuvers. It can even be considered to wait view hours for better weather or other assistance.

But there are also disadvantages:

- The electrical equipment needs to be sufficiently charged at any one time.
- The raft needs regular annual service – same as other rafts.
- The initial costs will be comparably high.

Witness of the tests

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