

### Preparing for Casualty Recovery

1. On the strop the webbing immediately below the D ring is to be located on the stud found at the inner end of the frame
2. Slide the woggle up to the stud so that it covers the metal vane protruding from the stud

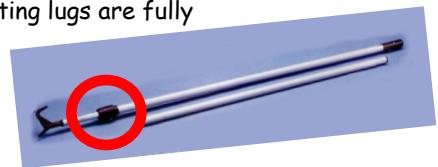


3. Make sure that the webbing is not twisted and slide the long black plastic clips attached to it on to the frame (below the white collars) each side
4. After each long clip has been initially located slide them forward until they are touching the white PVC discs fitted to the ends of the frame

5. Keeping the webbing taught, slide it into the black plastic rings found on each side of the frame just below the shoulder
6. Fit the recovery line snap hook to the harness D ring



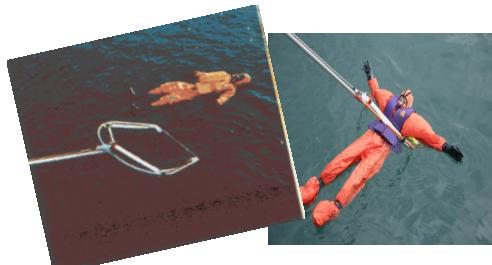
7. Fit the handle and telescopic extension, ensuring that all locating lugs are fully engaged. To adjust the telescopic extension unscrew the black plastic collar, slide the inner pole to the required position and then re-secure the collar



### Casualty Recovery

1. Place the SB Rescue Sling around the casualty in the water. This may be from the legs or from the head.

Bring the harness up under the arms of the casualty



2. Pull on the line to release the harness from the frame
3. Push on the frame to tighten the harness around the casualty



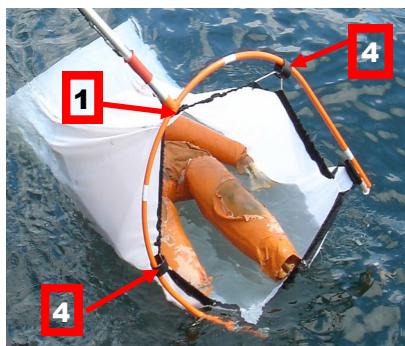
4. Remove the frame

5. Recover the casualty by manually hauling on the line or by use of an appropriate winch.  
If required the line may be led through a davit

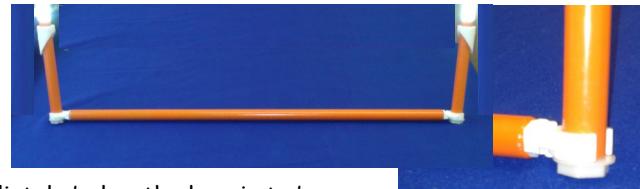
### Preparing for Body Recovery

Affixing the body recovery bag to the SB Sling is similar to preparing the apparatus with the casualty recovery harness. Users may find it beneficial to be familiar with fixing the casualty harness before attempting to prepare the body bag

For body recovery it is advantageous to fit the brace bar by locating the snatch grips at the extreme end of each prong,



- 1 The body bag drawcord immediately below the loop is to be located on the stud found at the inner end of the frame.
2. Slide the woggle up to the stud so that it covers the protruding metal vane.
3. Connect the recovery line to the drawcord loop.
- 4 The drawcord visible at openings in the drawcord channel must be slid into the black plastic rings.



- 5 Slide the long black plastic clips attached to the body bag on to the frame, below the white collars, on each side. After each clip has been initially located slide them forward as far as possible.
6. Fit the handle or the telescopic extension or both, ensuring that all locating lugs are fully engaged.
- 7 To adjust the telescopic extension unscrew the black plastic collar, slide the inner pole to the required position and then re-secure the collar.



### Body Recovery

The SB Body Recovery System is designed to retrieve bodies floating on or just below the surface.

The system is most efficient when slow forward movement allows the bag to stream out and so not obstruct the mouth.



From on board the movement may be obtained by careful use of the vessel's engines to give headway. From a river bank, or similar, walking or use of the current will have the desired effect.



1. From the feet or from the head, as is most appropriate, guide the SB Body Bag so as to fully capture the body.
2. Pull on the line to release the bag from the frame.
3. Push on the frame to tighten the drawcord and close the mouth of the bag.
4. Remove the frame.
5. Recover the body.



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## Periodic Inspection and Testing

1. Visually inspect the welds
2. Visually inspect the general condition of the frame, handle and boat hook, ensuring that they are not twisted, dented or damaged
3. Visually inspect the rope (polyester) and harness (nylon), including stitching, ensuring that they are not damaged, cut, frayed, compacted or hardened, nor been subject to deterioration due to incorrect stowage, contamination or solar degradation  

Note: Information concerning the stowage, care and inspection of nylon and polypropylene materials is available in the UK Code of Practices for Merchant Seamen, UK Marine Guidance Notes as issued from time to time, and other sources
4. Check the satisfactory operation of the snap hook
5. Ensure satisfactory operation of the locating lugs in the handle and telescopic boat hook, and satisfactory operation of the telescopic extension securing ring
6. Check that the lower (black) plastic securing grips firmly attach to the frame ends (but do not leave them so attached when the equipment is not in use)
7. In addition to the inspections described above, it is recommended that the **casualty recovery strop and recovery lines only are load tested to 450kg at intervals not exceeding three years, or sooner if it is thought that there may have been some deterioration or damage, and that they are replaced at intervals not exceeding six years.** The SB frame, handles and telescopic extensions are not load bearing and require only the periodic inspections detailed above

## Information for users

### Caution

If the black plastic harness clips are permanently mounted on the frame they may lose some of their grip. This could cause the harness to slip off the frame when the Rescue Sling is pushed against the water surface.

*It is therefore important that the SB Rescue Sling is stowed without the black plastic clips being secured to the frame*



**Before use** the long black plastic clips should be attached to the frame below the white collar. Slide the clips until they are touching the white PVC discs fitted to the ends of the frame.

### Request for information

In order that we produce and supply life-saving equipment that actually saves lives it is important that the users of our products relay to us any information gleaned during practice or real rescue situations.

# SOS MARINE

# SB Rescue Sling

**ABLE****LIFTING EQUIPMENT  
(SOUTHERN) LTD**Units 6 & 7, Sovereign Business Park, 48 Willis Way, Poole, Dorset BH15 3TB  
Tel: Poole (01202) 681156 Fax: (01202) 668983 Email: sales@ablelifting.co.uk

IC Brindle  
15 Moor Road  
Broadstone  
BH18 8AZ

Certificate No: 72325-I

Date of Test: 7<sup>th</sup> January 2013**PROOF LOAD TEST TO DESTRUCTION**

<i>Qty</i>	<i>Description</i>	<i>Break Load</i>
1	SB Strop SB1	Broke at 980KG
1	SB Strop SB2	Deformed at 1.362KG

This is to certify that the above items have been tested on a calibrated test machine.

Signed.....  
D OrmrodDate: 7<sup>th</sup> January 2013

For and On Behalf of Able Lifting (Southern) Limited

**ABLE  
TRAINING**