

## **OPEN BOTTOM PARACHUTE TYPE BAGS (M & PR RANGE).** **RIGGING AND INSTALLATION**

This type of unit is ideal for deep salvage, being open bottomed the expansion of air on ascent is exhausted from the bottom of the bag. Each unit is fitted with lanyard operated dump valves, and for the models PR3 - PR35, 3/4 inch inlet valve. Air inlet assemblies are fitted as standard and are optional for the remaining M and PR models. All units are supplied with single point lifting shackles are immediately ready for use.

As with totally enclosed units, it is important to ensure that the total capacity is only slightly in excess of the load being lifted (see page 11 for clarification of the problem incurring when providing too much buoyancy for a given load).

When rigging a series of bags, ensure that a balance is achieved and that the fixing points are strong enough to take the load of the lifting capacity of the unit being used.

### **GENERAL HINTS ON THE USE OF OPEN BOTTOM PARACHUTE TYPE** **LIFT BAGS**

The following notes are relevant:

- a) Always use a total lifting force at least equal to the weight of the load, but remember, too little will not lift, too much may cause the load to ascend out of control or even be lost.
- b) Place the bag so as to minimize stress differentials. Uneven lifting stress may well cause physical damage to the load, as well as endanger divers. Attach and inflate bags methodically when used in groups or clusters to avoid one forcing another to collapse.
- c) Do not allow a load to make a free ascent at a rate faster than 2 - 3 feet per second.
- d) Bags should be inflated evenly on the load to prevent rolling or tipping.
- e) Use extreme caution when employing excess buoyancy to 'break-out' a load initially.
- f) After use, whether in salt or fresh water, the bags should be washed off, lightly scrubbed if necessary to remove mud, oil, tar etc, then hung up to dry. Inspect all of the lifting straps carefully. Damaged straps or fastenings may govern the success or failure of the next task. It is almost impossible to avoid some damage, and straps showing exceptional wear should be replaced (refer to Inspection & Repair section).