Meeting Report
ISO Technical Committee 188, Work Group 3
Espoo, Finland
June 24 & 27, 2013

Technical Committee 188 – Work Group 3 – Man Overboard Prevention and Recovery & Cockpits

ISO/WD 15085, Man overboard prevention and recovery

1. Work Group participants included France, Finland, Italy, Norway, Sweden, The Netherlands and the US.

2. This draft standard was accepted as a New Work Item Proposal (NWIP). Only the UK voted against the NWIP, saying that the draft standard goes beyond the requirements of the RCD. This is true with the current RCD but the NWIP follows the new RCD. The point in question is that a person in the water must be able to come back onboard unaided. This new requirement follows ABYC standards and should be no problem for US builders.

3. Added a definition for seating area from the stability standards.

4. Clarified and simplified the functions of a working deck and its reach space.

5. Discussed the increased hooking points loads in the new standard (US comment). Action: Verify the recommended increased proposed loads via testing.

6. Clarified requirements for working deck seating in low and high speed operations.

7. Discussed the need for an ABYC-type pendulum test for high speed seats. The WG determined that it is a boat component and should be tested to Table 6, Required strength of safety devices. Also, the definition "high speed" will be modified.

8. Harmonized the lowest rung of the reboarding ladder to match with the ABYC (550 cm).

9. Deleted, after much discussion, the requirement not to accept engines with exposed propellers as a reboarding means.

10. Added the requirement to provide a safe method of reboarding ladder attachment and deleted the transverse force test.

11. The WG added the requirement for foot straps and seatbelts in high speed boats in the forward one quarter in C boats and forward half for A and B boats, unless protected by boat structure from waves and man overboard. Action: Check ramifications of this requirement to US builders.

12. Next Action: The convener would like to keep the background listed in Annex A even though it will add to the cost of the standard. After revision of protected area requirements, submit this draft as a CD.

13. Next meeting: At the call of convener.

ISO/WD 11812, Watertight and/or quick-draining recesses and cockpits

1. Rearranged the format of the entire standard for a more logical flow of requirements.

2. For this standard, the boat is considered in its maximum loading condition and corresponding trim, with maximum load in its design category.

3. Semi-fixed sills shall be deployed in 10 seconds.

4. The foot basin will not be used for a storage area. The width shall 120% of the companionway opening or be not less than 90% of the width of the opening.

5. The WG is trying to lessen the requirements for open cockpit vessels due to drainage through the open cockpit stern.

6. Next Actions: Research homework items and review at METS. Then submit as a NWIP as a DIS.