Meeting Report
ISO Technical Committee 188, Work Group 3-21-20
Amsterdam, The Netherlands
November 15, 2011

Technical Committee 188 – Working Groups 3-21-20 – Man Overboard, Windows & Cockpits

ISO/DIS 15085, Man overboard prevention and recovery

1. There is a reboarding ladder manufacturer that recently developed a reboarding ladder for sailboats. The ladder is compact in a tube and housed on the sailboat transom.

2. New definition for "reach" and "safe access" and provided its requirements for reach of on board devices.

3. Revised the scope of the standard to include a boat both underway and not.

4. Listed numerous examples of where access and reach are needed: strong points, shut off valves, boom fitting access, etc.

5. Added requirements for inverted multihulls.

6. Add additional safety device options for power boats in Table 3.

7. Increased the test requirement for guard rails (from 560N to1500N) to more closely match ABYC (400lbs/ 1760N) requirements.

8. Next action: Continue the standard's revision at the next meeting in Dusseldorf.

ISO/CD 11812, Watertight and quick-draining access and cockpits

1. Clarified that the scope of the standard is to minimize water ingress to the boat.

2. Replaced the definitions of the design categories with those from the stability standard (ISO 12217).

3. Added definitions and requirements to accommodate recesses.

4. The stability standard will be reviewed for requirements for multi-level cockpits.

5. A fixed sill was defined to have watertight degree one.

6. The WG is looking at changing the draining time requirement to the height of the sill, as opposed to a 5 minute drain time, (or even a 3 minute drain time) though there is no sponsor of this proposal. The U.S. asks that any changes are justified by accident or data before these changes are enacted.

7. Multi-level cockpit section needs to be rewritten for both for open transom and partially opened transom. Action: Need to submit a proposal. Need to also consider foot basin usage.

8. Is 3 seconds the correct amount of time needed to close the upper part of a semi-fixed sill?

9. All quick draining cockpit hatches shall be tested as installed. Does this conflict with Annex E?

10. Verify the Value of K for various discontinuities in cockpit drains in D.1. Action.

11. Next Action: Continue the standard's revision at the next meeting in Dusseldorf.

ISO 12216, Windows, portlights, hatches, deadlights and doors

1. Discussed whether "pie plate" accesses, loudspeakers, electronic and other small panels should be CE marked or whether these devices fall under the testing requirements of this standard. Both Canada and the US argued that these components fall outside the scope of the standard. I think the convener will try to continue to push this issue.

2. Pressure calculations for components in this standard are different then in ISO 12215. The convener thinks this is a problem while the WG members do not. Once again the convener will push this issue.

3. The transom was incorrectly listed as Area I and should be listed as an Area II.

4. The WG received a lecture on static fatigue of glass.

5. Need to define windows, portlights, hatches, deadlights and doors since the group will always be questioning whether small opening appliances are applicable to this standard.

6. Any appliance that is protruding from the hull shall have built-in protection.

7. Will include a note to state that underwater windows are not covered in this standard.

8. Action: Send TaylorMade contact and/or any other U.S. marine window manufacturer info to convener.

9. Next Action: Review all topics discussed in preparation for the next meeting of WG 20. This may be a webinar in spring 2012 or at the TC188 AGM week in June at Joure, The Netherlands.