

Meeting Report
ISO Technical Committee 188, Work Group 3
Dusseldorf, Germany
January 23, 2014

Technical Committee 188 – Working Group 3 – Man Overboard Prevention and Recovery

ISO/WD 15085, Man overboard prevention and recovery

1. Work group participants included Sweden, Finland, England, France, and the U.S.
2. ISO Secretariat requests that the draft standard be submitted as a NWI ASAP.
3. The WG will consider the dynamic behavior of the boat, taking into account the length (mass) /speed.
4. Clarified a number of definitions, including person occupancy area, sitting area, strong points, pulpit and pulpit guard rail.
5. Sweden recommended that rope ladders not be used as a means of reboarding. This opened up a detailed review of all the reboarding requirements. The entire requirement was rewritten not to exclude any viable means of reboarding. The WG spent most of the day on these requirements and they seem to cover all types of reboarding means without singling out any being too restrictive. We continue to fight for performance requirements rather than highly restrictive construction requirements.
6. Extensive discussion of location of seats of open boats. We continually discuss a requirement for the approved seating of open boats in various sea states. The standard has a French proposal that requires seats in open boats to be only in the aft 75% (cat C), aft 66% (cat B) and aft 50% (cat A). These numbers appear to be arbitrary and without basis (except for an old French regulation) and yet the French will not budge from them. The discussion continues.
7. Rewrote/clarified the requirements of inverted multihulls.
8. Next Action: All of the editorial comments and 4 pages of the 13 pages of technical comments were addressed. The remainder will be addressed at the next meeting.
9. Next meeting: At the call of the convener, probably in Baltimore, June 2014.

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

1. Developed a definition of open cockpit, to be proposed at 90% cockpit volume/cockpit length. This figure should be verified (probably will be less).
2. Reviewed and verified the use of the maximum draining time figure.

3. Another French idea: to have symmetric drains within the cockpit. Most of the WG argued against this idea but the convener (French) added this item to the work list to be discussed at the next meeting.
4. Next Actions: Resolve hc for aft open cockpits. (hc = 0) Verify drain continuity losses. Review the closing time for semi-fixed sills, currently at 10 seconds. Distribute document changes to selected boat builders for review and verification.
5. Next meeting: At the call of convener, probably in Baltimore, June 2014, for a half day.

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