

Meeting Report  
ISO Technical Committee 188, Work Groups 3-21-20  
Dusseldorf, Germany  
January 25-26, 2012

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

ISO/DIS 15085, Man overboard prevention and recovery

1. Changed “seat area” to “person occupancy area” and added a definition.
2. Reach space was defined as a length of 500mm.
3. Modified the definition of safe access.
4. Added the definition of “means of support”. Need a definition for “rigid support”
5. Allowed a larger distance for gaps of foot-stops in pulpits.
6. Required handhold locations in way of surrounding decks.
7. Trying to change ISO load test for lifelines to match ABYC’s 400 pounds. This may be matched only for Category A craft.
8. Added a section for man overboard recovery for inverted multihulls.
9. Action: Review forces and tests for high speed seats in ABYC H-31 for section 15.
10. Next action: Probably meet this summer in Delft during summer 2012.

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

1. Next Action: Probably meet this summer in Delft during summer 2012.

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

1. Created a summary table for all opening requirements. This looks to be a very helpful addition to the standard. The sailboat table has been completed and powerboat table is pending.
2. Changed some glass plate characteristics to match those used in the large yacht (TC8/SC12) ISO 11336 standard.
3. The standard will look to ISO 12215-5 for consistency of calculations for determining design pressures.
4. The WG is painfully trying to define what a hatch is. Action: Homework: Define: Hatch, door, portlight, and window.

5. Revised the definitions to coincide with those in ISO 12217, Stability.
6. Strength calculations from ISO 12215 may be used instead of those listed on this standard.
7. For area 1 appliances, the height above waterline should be a function of downflooding angle, downflooding height, and boat type. (This should be compatible to ISO 12217, Stability).
8. Expanded the inverted escape hatch requirement to all habitable multihulls instead of only those craft with  $L_h < 12\text{m}$ .
9. Next Action: Probably meet this summer in Delft during summer 2012.

The information contained herein is prepared by NMMA staff and intended for informational purposes and informal background use only. It is not intended to serve as an official report of the meeting's proceedings, actions or outcomes. This unofficial summary prepared by NMMA staff is not intended to generate any action on the part of any reader. The only recognized official transcript of any ISO meeting is the official minutes of the meeting generated by the meeting's convener or sponsor.