INTERNATIONAL STANDARD

ISO 15085

First edition
2003-04-01

Small craft — Man-overboard prevention and recovery

Petits navires — Prévention des chutes d'homme à la mer et remontée à bord

Reference number
ISO 15085:2003(E)

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Printed in Switzerland

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this International Standard may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 15085 was prepared by Technical Committee ISO/TC 188, *Small craft*.

Introduction

This International Standard is based on the idea that safety on board of small craft is not obtained through one simple safety item, but through the conjunction of several items.

It is also based on the knowledge that there is not one single set of safety items per design category and boat type, but several. In some instances, it therefore provides the boat builder with different options according to the general use he intends for the boat within its design category.

The main issue is the definition of the working deck, up to the boat builder, and as people present on the working deck under normal operation, i.e. under way, shall be protected. This definition is of major importance. For example, on some boats the working deck is limited to the cockpit, whereas in others it encompasses the whole deck area.

Access to and use of strong points is a separate issue and is therefore treated differently: this access and use is needed, but not necessarily when the boat is under way and never at full speed, hence not necessarily on the working deck.

Small craft — Man-overboard prevention and recovery

1 Scope

This International Standard specifies the design as well as the construction and strength requirements for safety devices and arrangements intended to minimize the risk of falling overboard, and requirements to facilitate reboarding.

It describes means which can be used individually or combined to achieve these objectives, and applies to small craft of up to 24 m length of hull.

This International Standard is not applicable to the following boat types:

— aquatic toys;

— canoes, kayaks, or other boats with a beam less than 1,1 m;

— personal watercraft, covered by ISO 13590;

— inflatable boats with a hull length of less than 8 m, covered by ISO 6185.

2 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this International Standard. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 8666:2002, *Small craft — Principal data*

ISO 12217 (all parts):2002, *Small craft — Stability and buoyancy assessment and categorization*

3 Terms and definitions

For the purposes of this International Standard, the following terms and definitions apply.

3.1
design category
description of the sea and wind conditions for which a boat is assessed to be suitable

NOTE The applicable design categories are summarized in Table 1.