



SLOVENSKI STANDARD
SIST EN ISO 15085:2004/oprA2:2015
01-december-2015

Mala plovila - Preprečevanje padca človeka v vodo in reševanje iz nje (zaščita in oprema) (ISO 15085:2003/DAM 2:2015)

Small craft - Man-overboard prevention and recovery (ISO 15085:2003/DAM 2:2015)

Kleine Wasserfahrzeuge - Verhütung von Mann-über-Bord-Unfällen und Bergung (ISO 15085:2003/DAM 2:2015)

Petits navires - Prévention des chutes d'homme à la mer et remontée à bord (ISO 15085:2003/DAM 2:2015)

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Ta slovenski standard je istoveten z: EN ISO 15085:2003/prA2

ICS:

13.340.60	Zaščita pred padci in zdrsi	Protection against falling and slipping
47.080	Čolni	Small craft

SIST EN ISO 15085:2004/oprA2:2015 en

DRAFT AMENDMENT

ISO 15085:2003/DAM 2

ISO/TC 188

Secretariat: SIS

Voting begins on:

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2015-10-15

2016-01-15

Small craft — Man-overboard prevention and recovery

AMENDMENT 2

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

AMENDEMENT 2

ICS: 47.080

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ISO/CEN PARALLEL PROCESSING

This draft has been developed within the International Organization for Standardization (ISO), and processed under the **ISO lead** mode of collaboration as defined in the Vienna Agreement.

This draft is hereby submitted to the ISO member bodies and to the CEN member bodies for a parallel five month enquiry.

Should this draft be accepted, a final draft, established on the basis of comments received, will be submitted to a parallel two-month approval vote in ISO and formal vote in CEN.

To expedite distribution, this document is circulated as received from the committee secretariat. ISO Central Secretariat work of editing and text composition will be undertaken at publication stage.



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Foreword

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International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

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.

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Amendment 2 to ISO 15085:2003 was prepared by Technical Committee ISO/TC 188, *Small craft* and CEN/BT/WG 69, *Small craft*.

This second Amendment cancels and replaces the first Amendment (ISO 15085:2003/Amd 1:2009) which has been technically revised to meet the European Recreational Craft Directive, 2013/53/EU essential requirement concerning reboarding.

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Small craft — Man-overboard prevention and recovery — AMENDMENT 2

Page 19, Clause 16

Replace Clause 16 with the following.

16 Means of reboarding

16.1 General requirement

All craft shall be designed to facilitate reboarding. Means of reboarding shall be accessible to or deployable by a person in the water unaided.

This means of reboarding shall be provided by:

- a) a rigid ladder according to 16.2, which does not require testing, or
- b) a non rigid ladder according to 16.3; or
- c) another dedicated device, or
- d) the design of the craft which enables reboarding from the water without a dedicated device.

Items b) to d), require testing according to 16.4.

The propulsion system shall not be used as means of reboarding

CAUTION: Attention should be paid to the location of the means of reboarding relative to possible danger from propeller(s).

The means of reboarding shall either:

- lead directly to the working deck; or
- if leading to a part of the craft outside of the working deck e.g. swimming platform, lead to the working deck through areas with slip resistant surface(s) according to Clause 7 and fitted with handhold(s) according to Clause 9;

NOTE The handhold may be a part of the device.

Mechanically activated deployable devices shall be active even if the engine is stopped or with an electrical energy fault.

16.2 Requirements for a rigid ladder

Where a rigid ladder is provided as the means of reboarding, it does not need to be tested provided that it conforms to the following requirements, when deployed, (see Figure 8a):

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- a) it does not swing away from the person in the water under load so as to hinder reboarding;
- b) it shall not be angled against vertical towards the craft;
- c) its steps or rungs shall have a slip resistant treading depth of at least 25 mm (see key 6 in Figure 8 a)
- d) it has its steps or rungs (except first and last) with a:
 - 1) maximum spacing of 500 mm (see key 3 in Figure 8 a); and
 - 2) minimum total width of 200 mm (see key 4 in Figure 8 a); and
 - 3) horizontal tread clearance of at least 100 mm (see key 5 in Figure 8 a).
- e) the bottom step or rung is at least 560 mm below the waterline, with the craft at rest in m_{LC} condition;
- f) it has handhold(s) that can be reached either on the ladder or in its vicinity; the first handhold shall be located not more than 500 mm from the upper step or rung of the rigid ladder;
- g) it has its highest point or top step/rung located not more than 500 mm below the adjacent area leading to the working deck;
- h) its strength when deployed and secured still fulfil its purpose when subject to a vertical force of 1800 N applied to any point of the step or rung and to its fixing system;
- i) if the ladder is deployable, any device which activates the deployment shall not be higher than 500 mm above the waterline.

16.3 Requirements for non rigid ladders

A non-rigid ladder shall, when deployed (see Figure 8 b)

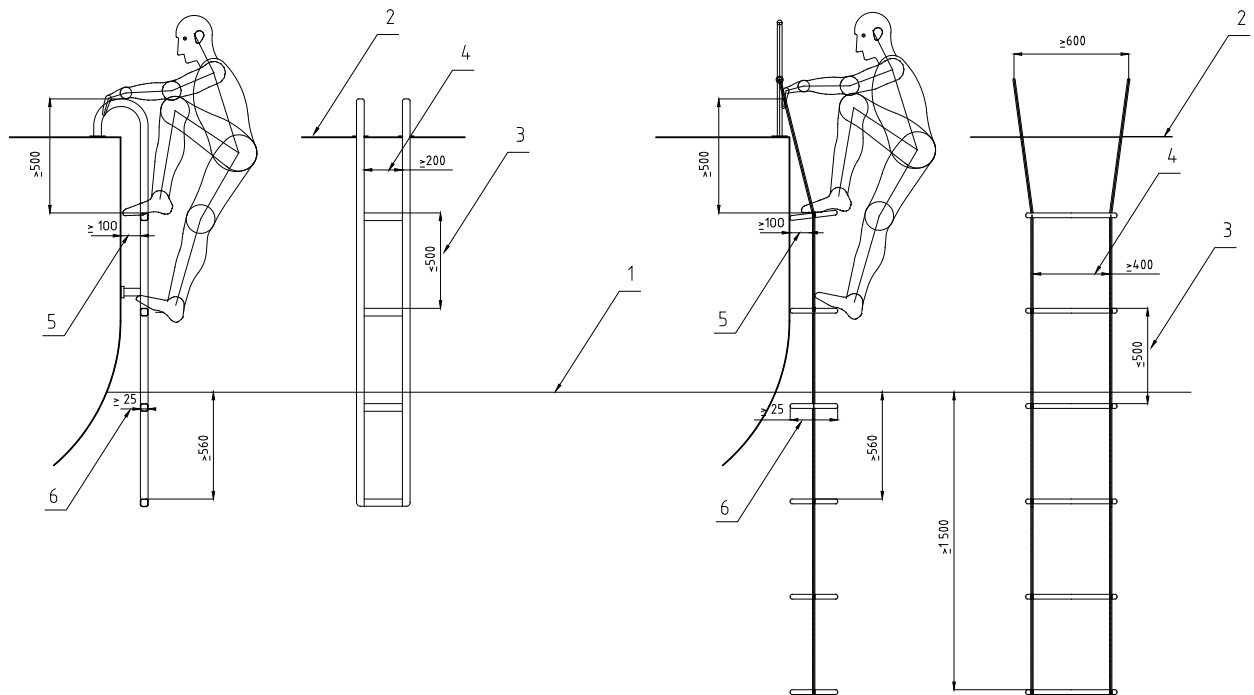
- follow items c) to i) of 16.2 and;
- have rigid rungs at least 400 mm wide (see key 4 in Figure 8 b);
- be attached by at least two separate points spaced at least 600 mm;
- have the bottom step or rung at least 1500 mm below the waterline, with the craft at rest in m_{LC} condition
- have the lowest step or rung with a minimum submerged mass of 1,5 kg.

16.4 Reboarding test

Reboarding and deployment where relevant, shall be demonstrated by a physical test performed by one person alone in the water with the craft at rest and floating freely in m_{LC} condition as defined in ISO 8666. The person shall have a mass of at least 85 kg wearing appropriate clothing and a personal flotation device appropriate for the type of craft.

During the test, the craft is allowed to swamp, provided that the craft passes the one-person test described in ISO 12217-3, C.4.2, for non-sailing boats, or the capsize recovering test as described in ISO 12217-3, 6.9, for sailing boat.

After this test a specific device, where relevant, shall show no permanent deformation and it shall be re-usable.



Key

- 1 Waterline
- 2 Working deck level
- 3 step/rung spacing
- 4 step/rung length/span
- 5 step/rung horizontal clearance with hull
- 6 stem/rung treading depth

a) Rigid ladder

b) Non Rigid ladder

Figure 8 — Sketch of requirements for ladders

Figure 8 b) shows, a typical "Pilot type" non-rigid ladder with deep treading wooden rungs, but other types may be used if they fulfil the requirements of 16.3.

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Page 20, Clause 17

Replace Clause 17 with the following:

17 Owner's manual

The owner's manual provided with the boat shall indicate the items specified in Table 7, as required in the relevant subclauses of this International Standard.

Table 7 — Requirements for owner's manual

Subclause in ISO 15085	Required indication in owner's manual
4.1	If appropriate, a text or a sketch in the owner's manual shall indicate the working deck area(s) defined by the boat builder.
6.3 and Table 4, option 4	If option 4 is used, a sentence in the owner's manual shall indicate that the boat is only intended for daytime sailing and not for use at night.
12.1	If relevant, information on maintenance requirements for guard-lines pointing out the need for periodic inspection of synthetic wires for UV degradation and chafe that might necessitate replacement.
16.5	On any craft, description of the means of reboarding and how to deploy it, where relevant, and recommendation that it shall be kept readily deployable and usable at all time

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