

### **ISO 15085 - Man-overboard prevention and recovery**

1. The previous draft failed to pass due to four negative votes.
2. The WG debated the appropriateness of 85kg for the mass of the person in the reboarding test, given a request that this mass be substantially increased. After WG discussion, no change was made.
  - a. Subsequent discussion to specify “appropriate attire” resulted in an action item to obtain the SOLAS requirements, which the convener will share with the WG.
3. Hand grip clearance requirements for reboarding ladders was clarified to denote clearance of at least 40mm from structure for rigid ladders.
4. The WG discussed amending the requirements to come closer to the language and performance requirements of ABYC H-41. The only change resulting from this discussion was to add a requirement that reboarding means “deployment” be demonstrated in scenarios that do not directly require testing.
  - a. The WG believed this deployment demonstration subsequently addressed comments on the weight of ladders and ladder hatches.
  - b. The WG felt that testing all systems regardless of type was addressed in spirit by the deployment demonstrability.
5. No overall change was made on the current exclusion of propulsion systems as reboarding means, however language was amended to specifically apply to “propeller” propulsion systems.
6. A requirement was added that the angle of a rigid ladder does not exceed 3 degrees beyond vertical towards the craft.
7. Maximum rung spacing distance was changed to 305 mm to align with ABYC H-41.
8. Regarding discussions on the minimum width of ladders:
  - a. The requirement was changed to a minimum of 100mm per foot (200mm total) to accommodate offset rung style ladders.
  - b. A figure will be added of offset rung ladders to clarify these measurements similar to the current figure for traditional style ladders.
9. A request to increase the depth of the lowest rung beyond 560mm (22”) for rigid ladders was rejected, citing the research conducted by ABYC that resulted in the 560mm (22”) depth.
10. Several elements of the reboarding ladder figures will be revised to better clarify their relationship to the requirements.
11. The WG discussed the differing performance characteristics of rigid and non-rigid ladders while deployed, and increased the minimum depth requirements below the waterline of non-rigid ladders to 1200mm.
12. The attachment of non-rigid ladders was changed from at least 600mm of separation of attachment points to not less than the rung width. The WG felt this requirement concept was necessary to stay in the standard.

13. Next meeting: TBD; looking into June 2016 in London to coincide with the plenary session.

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