

# INTERNATIONAL STANDARD

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**AMENDMENT 1**  
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## Small craft — Man-overboard prevention and recovery

### AMENDMENT 1

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

*AMENDEMENT 1*



Reference number  
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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 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.

Amendment 1 to ISO 15085:2003 was prepared by Technical Committee ISO/TC 188, *Small craft*.

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# Small craft — Man-overboard prevention and recovery

## AMENDMENT 1

Page 19, Clause 16

Replace Clause 16 with the following:

### 16 Means of reboarding

#### 16.1 General

Any craft shall be provided with a means of reboarding. Either:

- a) it shall be equipped with a specific means of reboarding from the water, e.g. ladders, steps, handholds, brackets; or
- b) it need not be equipped with a specific device if its characteristics (e.g. low freeboard or part of the hull) facilitate reboarding from the water without a specific device. This shall be demonstrated by a physical test performed by one person alone, with a mass of at least 75 kg when in dry clothes, the craft being in  $m_{LCC}$  conditions, where  $m_{LCC}$  is the mass in light craft condition as defined in ISO 8666.

#### 16.2 Requirements for specific means of reboarding

Specific means of reboarding, where not permanently fixed, shall be capable of being reached and deployed quickly without the use of tools.

It shall, when in place,

- be usable by a person unaided;
- have the lowest point serving as foot step located at least 300 mm below the waterline, the boat being in  $m_{LCC}$  conditions and at rest.

#### 16.3 General information to be included in the owner's manual

On any craft, the method of reboarding shall be described in the owner's manual.

#### 16.4 Additional information where the specific means of reboarding is not deployable from the water

On a craft where the specific means of reboarding is not deployable by a person in the water, additional information shall be included in the owner's manual, warning that the means of reboarding shall be permanently deployed if the craft is used singlehanded, whether anchored, moored, stationary or under way. This shall also be explained by a label close to the helm station.

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.  |
| 16.3                      | On any craft: description of the means of reboarding.   |
| 16.4, where relevant      | On a craft where the means of reboarding is not deployable from the water: include information stating that if the boat is used singlehanded, the means of reboarding should be deployed for use whilst the craft is anchored, moored, stationary or under way. Give a reminder that an explanatory label is located close to the helm station. |



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