

This is a preview of "ISO 15085:2003". [Click here to purchase the full version from the ANSI store.](#)

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)

© ISO 2003

This is a preview of "ISO 15085:2003". [Click here to purchase the full version from the ANSI store.](#)

PDF disclaimer

This PDF file may contain embedded typefaces. In accordance with Adobe's licensing policy, this file may be printed or viewed but shall not be edited unless the typefaces which are embedded are licensed to and installed on the computer performing the editing. In downloading this file, parties accept therein the responsibility of not infringing Adobe's licensing policy. The ISO Central Secretariat accepts no liability in this area.

Adobe is a trademark of Adobe Systems Incorporated.

Details of the software products used to create this PDF file can be found in the General Info relative to the file; the PDF-creation parameters were optimized for printing. Every care has been taken to ensure that the file is suitable for use by ISO member bodies. In the unlikely event that a problem relating to it is found, please inform the Central Secretariat at the address given below.

© ISO 2003

All rights reserved. Unless otherwise specified, no part of this publication may be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying and microfilm, without permission in writing from either ISO at the address below or ISO's member body in the country of the requester.

ISO copyright office
Case postale 56 • CH-1211 Geneva 20
Tel. + 41 22 749 01 11
Fax + 41 22 749 09 47
E-mail copyright@iso.ch
Web www.iso.ch

Printed in Switzerland

This is a preview of "ISO 15085:2003". [Click here to purchase the full version from the ANSI store.](#)

Contents

	Page
Foreword	v
Introduction.....	vi
1 Scope.....	1
2 Normative references.....	1
3 Terms and definitions	1
4 General requirements	4
4.1 Functions of the working deck	4
4.2 Means of protection	4
4.3 Minimum width of decks.....	4
4.4 Continuity of the working deck.....	4
5 Safety devices	5
6 Tables of requirements.....	6
6.1 General	6
6.2 Requirements for non-sailing boats.....	6
6.3 Requirements for sailing boats	6
7 Specific requirement for slip-resistant areas	7
7.1 General	7
7.2 Requirements for trampolines and nets	7
8 Requirements for foot-stops	8
8.1 General	8
8.2 Provision of foot-stops	8
8.3 Minimum foot-stop height and angle	8
8.4 Foot-stops made of angled surfaces	9
8.5 Maximum foot-stop clearance between deck and foot stop.....	9
8.6 Continuity on the working deck level in way of the foot-stop.....	9
8.7 Gaps in the foot-stop rail.....	10
9 Requirements for handholds	10
9.1 General	10
9.2 Location in way of side decks	10
9.3 Strength.....	10
10 Common requirements for low and high guard-rails and guard-lines	10
10.1 General.....	10
10.2 Height of guard-rails or guard-lines	10
10.3 Intermediate lines, vertical spacing and maximum gap.....	11
10.4 Risk of falling overboard from elevated parts.....	12
10.5 Openings in guard-rails/guard-lines	14
10.6 Bow pulpits for sailing boats	14
10.7 Transom guard-rails/guard-lines for sailing boats	15
10.8 Forward cross beams of sailing catamarans	15
10.9 Central hull of sailing trimarans	15
11 Specific strength requirements for guard-rails or low guard-rails	16
12 Specific requirements for guard-lines	17
12.1 Requirements for high guard-lines, low guard-lines and intermediate guard-lines	17
12.2 Requirements for stanchions or guard-line supports.....	17
13 Requirements for hooking points.....	18

This is a preview of "ISO 15085:2003". [Click here to purchase the full version from the ANSI store.](#)

13.1	General	18
13.2	Location.....	18
13.3	Size	18
13.4	Strength	18
14	Attachment points for jack-lines.....	18
14.1	General	18
14.2	Fitting.....	19
14.3	Strength	19
15	Body support on high-speedboats.....	19
15.1	General	19
15.2	Body support	19
16	Means of reboarding	19
17	Owner's manual	20
	Bibliography.....	21

This is a preview of "ISO 15085:2003". [Click here to purchase the full version from the ANSI store.](#)

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*.

This is a preview of "ISO 15085:2003". [Click here to purchase the full version from the ANSI store.](#)

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.