



# ICOMIA

## Small Craft Standards Bulletin

Edition: 2018-2

This **10<sup>th</sup> edition** of the ICOMIA *Small Craft Standards Bulletin* provides an update of standards following a week of ISO TC 188 & SC 2 Working Group and Plenary meetings which took place in Paris, France, from 25 – 29<sup>th</sup> June 2018 hosted by the French Nautical Industries Federation (FIN).

Further information regarding the structure of TC 188 as well as how ISO standards are developed and managed can be found in *Appendix (1.)* at the end of this Bulletin.

### CURRENT NEWS:

- ISO TC 188 WG 2 dealing with *inflatables and life-rafts* will shortly begin a review of ISO 9650-1 and ISO 9650-2 which specifies the design, performance and marking characteristics as well as the test methods for inflatable life-rafts of Type I and II.

- The next ISO TC 188 & SC2 *working group* meetings will take place from 12 – 16<sup>th</sup> November 2018 during METSTRIDE in Amsterdam, hosted by the RAI.
- A new system of HAS Consultants has replaced the previous CEN Consultant assessment process which enabled ISO standards to be harmonised in accordance with the Essential Requirements listed in the RCD (Directive 2013/53/EU)
- ICOMIA along with the Swedish Standards Institute (SIS) maintain a *TC 188 Improvement List* – all comments regarding any of the small craft standards can be sent to [patrick@icomia.com](mailto:patrick@icomia.com)



**ICOMIA**  
INTERNATIONAL COUNCIL OF  
MARINE INDUSTRY ASSOCIATIONS

The International Council of Marine Industry Associations' (ICOMIA) Small Craft Standards Bulletin provides industry stakeholders early notification on changes to existing standards and modifications to production methods; as developed and maintained by the ISO (International Organization for Standards) Technical Committee for Small Craft Standards - [TC188 and SC2](#)

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## A. The following standards have been published recently – please make a note of when the previous editions of these will cease to give a presumption of conformity<sup>1</sup>

<sup>1</sup>On completion, standards supporting the EU Directive requirements are referenced in the Official Journal of the European Union (OJEU). A link can be found [here](#) with the latest publication taking place on 15<sup>th</sup> June 2018. This step is referred to as 'harmonisation'. A harmonised standard provides a presumption of conformity for certain legal requirements. This reference appears in a dedicated Annex of the relevant standard. A standard's prefix reflects their publication as a European (EN) or International (ISO) standard or a combination of these.

### ISO 8666 – Principal data

This standard was published in July 2016 and is the main 'go-to' reference standard in terms of principal dimensions and related data as well as mass specifications and various loading conditions.

Unfortunately, the 2016 version is not yet harmonised (the 2002 version is) and its reference still needs to be published in the OJEU.

Note: All TC 188 WG Convenors and Project Leaders are currently re-checking the definitions stated in the standards they are working with are consistent with ISO 8666 and other small craft standards.

A 'Glossary of Terms' will be made available to list these definitions.

### ISO 8099-1 - Waste water retention

This harmonised standard was published in February 2018 as a Part 1 of *Waste systems* and essentially deals with holding tank and pump out requirements.

### EN ISO 15085 – Man overboard prevention and recovery

A second amendment of this standard incorporated the new RCD wording '*...shall be accessible to or deployable by a person in the water unaided*' and this was published in December 2017.

Note that current version of the standard, although harmonised will likely undergo a revision by WG 9 **during the next year.**

### ISO 16147:2018 - Inboard diesel engines – Engine-mounted fuel and electrical components

This standard was approved after a FDIS ballot ended with no negative comments and the 2018 version was published in May.



*The Plenary and WG meetings took place onboard the FIN barge on the Seine River in Paris and we are grateful to them for making these superb facilities available for TC 188 Members.*

**B. The following important standards have been noted as requiring a review based on the publication of the new Recreational Craft Directive 2013/53/EU which is fully applicable since 18<sup>th</sup> January 2017**

**ISO 8099-2 - Waste water treatment**

Working Group 30 met during the TC 188 Plenary, which took place in Paris at the end of June, and addressed comments relating to a CD (Committee Draft). One of the ongoing challenges is how best to acknowledge the various national regulations covering discharge limits. Currently the 'acceptable levels' that may be subject to certain regulations are listed in an Annex.

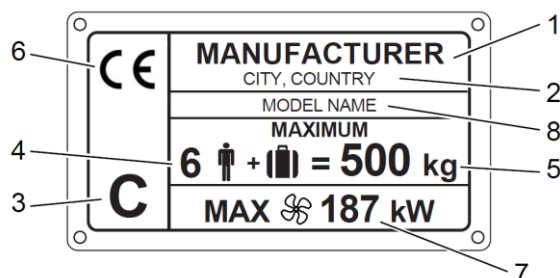
**EN ISO 10087 – Craft identification - Coding system**

This standard is still currently awaiting FDIS registration and to undergo a final ballot before being published.

Please be reminded that there is a new requirement in the EU Directive regarding MIC codes only being able to be assigned by the [national authority of an EU Member State](#) – a brief *Watercraft Identification Guideline* highlighting this and other changes can be found in the ICOMIA Online Library [here](#).

**EN ISO 14945 – Builder's Plate**

The working group completed a Draft International Standard (DIS) version which has been approved and will be out for ballot until October 2018. The illustrations of the *Builders plate* have been revised to include a new propeller symbol and some clarity added on how to treat optional equipment and fittings in terms of the *Max load capacity*.



**EN ISO 14946 - Maximum load capacity**

A CD version has been approved for registration as DIS.

The detailed definitions and requirements for seat and occupancy areas as well as the maximum recommended load specifically for the *Builders plate* have been further clarified.

**EN ISO 10240 – Owner's manual**

An Amendment was published in May 2015 but the standard needed to be reviewed before being able to be considered for harmonisation.

A Committee Draft (CD) version has been approved for registration as a DIS and it will be circulated for ballot shortly.

\*All four of the previous standards ISO 10087, ISO 14945, ISO 14946 and ISO 10240 were dealt with by WG 9 during the recent week of meetings held in Paris during the 2018 TC 188 Plenary.

**EN ISO 11591 – Field of vision from helm position**

A FDIS ballot will be started in September 2018 after a two-week process in which a translation into French will be completed. This standard been revised to include human powered craft as well as sailing craft and the majority of the working group members have agreed to remove the transparency requirements as these were potentially delaying the publication of the standard.

## C. The following standards are currently undergoing development.

### ***EN ISO 11592-2 - Determination of maximum propulsion power rating -- Part 2: Craft with a length of hull between 8 m and 24m***

This new Part has been under development to include all craft above 8m but less than 24m.

Part 1, covering craft with a length of hull less than 8m was published in February 2016.

An FDIS version of Part 2. has been registered for formal approval (delays in publication have been due to clarification of a propeller symbol indicating the *maximum propeller output of a marine engine.*)

### ***EN ISO 11812 – Watertight or quick draining recesses and cockpits***

WG 3 held a meeting during the TC 188 Plenary week in Paris and addressed comments made during a recent DIS ballot. Due to some lengthy additional technical comments the WG will be meeting during two full day sessions to be held at METSTRATE in Amsterdam in November 2018.

The second edition changes include the clarification of requirements for engine ventilation ducts in recesses, a new concept included for aft open cockpits and usage of the term 'recess' instead of 'cockpit'.

### ***EN ISO 12215-5 – Hull construction and scantlings - Part 5: Design pressures for monohulls, design stresses, scantling determination***

This part of the standard has undergone a major revision which also impacts the revisions on part 7. and 10.

A DIS ballot was completed and technical comments addressed during a WG meeting held during METSTRATE in Amsterdam in November 2017. This standard will go for publication after a FDIS ballot is initiated and some editorial corrections made.

### ***ISO 12215-7 – Hull construction and scantlings – Part 7: Scantling determination of multihulls***

The DIS ballot closed at the beginning of February 2018 after the CD stage was agreed to be skipped. The DIS was approved 100% but there still some technical changes to be considered and an FDIS ballot will be mandatory.

### ***ISO 12215-10 – Hull construction and scantlings – Part 10: Rig loads and attachments***

The same working group which dealt with Part 7. met during the TC 188 Plenary week in Paris and finalised a DIS version of the standard which is currently out for ballot until 23 October 2018. Comments from the ballot will be addressed by WG 18 during a meeting to be held at METSTRATE in Amsterdam in November 2018.

### ***EN ISO 12216 - Windows, port lights, hatches, deadlights and doors – Strength and tightness requirements***

A CD version of this standard has been approved for DIS registration and the ballot will likely begin next month in September.

A number of improvements have been discussed. One of these, which came from the RSG group of Notified Bodies, was to introduce fixing mechanisms for sliding roof hatches and cabin doors. The area definitions have also been further clarified.

### ***EN ISO 9093-1&2 – Sea-cocks and through-hull fittings***

The newly formed WG 5 under TC 188 SC 2 continued, during the TC 188 Plenary week in Paris, to work on revising these two parts into a single standard. A DIS ballot would be initiated towards the end of 2018.

### ***EN ISO 15083:2003 - Bilge-pumping systems***

This standard was also discussed during a WG 5 meeting held in Paris and a DIS version was prepared for balloting.

### ***EN ISO 8849:2003 - Electrically operated direct-current bilge pumps***

WG 10 (Electrical equipment) discussed comments from a recent CD ballot relating to this standard during the TC 188 Plenary week in Paris and a DIS version has been prepared for balloting.

**EN ISO 13297 - Electrical systems - Alternating current installations and EN ISO 10133:2012 Electrical systems - Extra-low-voltage d.c. installations**

These two standards are being revised and merged under WG 10 into a single standard called *Electrical systems — Alternating and direct current installations*.

A DIS version has been circulated for ballot which started at the end of July and will end on 23 October 2018.

**EN ISO 11105:1997 - Ventilation of petrol engine and/or petrol tank compartments**

WG 2 (under TC 188 SC 2) were unfortunately unable to meet during BOOT in Düsseldorf in January 2018 but began preparing a DIS version during the TC 188 Plenary week in Paris taking into account the CEN consultant comments from the CD ballot.

Items which are under discussion are the application of minimum vent sizes as well as the suitability of compartments 'open to atmosphere' being able to provide adequate ventilation.

Note: During the TC 188 Plenary meeting in Paris it was agreed to withdraw the ISO standard (ISO 9097, last revised in 1991) on *Electric fans*.

**EN ISO 25197:2012 + Amd 1:2014 - Electrical/electronic steering system**

WG 2 (under TC 188 SC 2) has begun preparing a DIS version after comments from the CD ballot were addressed. Items such as the maximum power of a trolling motor will be further clarified in the definitions.

**EN ISO 13590:2003 - Personal watercraft - Construction and system installation requirements**

Although the newly formed WG 6 (under TC 188 SC2) held their second meeting during the plenary week in Paris, June 2018, the new project (NP) is currently under CD ballot until 20 November 2018. Note that the official balloting is for internal balloting only and experts and delegates are requested to reply via their relevant National Standards Body.

**ISO 8848:1990 - Remote steering systems**

This standard, under WG 3 SC 2, has been merged with ISO 9775:1990 *Remote steering systems for single outboard motors of 15 kW to 40 kW power* and with ISO 15652:2003 *Remote steering systems for inboard mini jet boats* and is currently a CD version.

**ISO 23411 - Steering wheels - Requirements and test methods**

This new project, under the same WG as *Remote steering systems* above, is currently also registered as a CD version and is out for ballot amongst the National Standards Bodies till 17 October 2018. The results for both these revised steering standards will be discussed during the next round of WG meetings due to take place at METSTRADE in Amsterdam in November 2018.

**Other upcoming revisions, liaisons and new work items within TC 188 SC 2:**

- A minor revision of ISO 7840 *Fire resistant fuel hoses* and ISO 8469 *Non-fire-resistant fuel hoses* will be started to align with the test fuels stipulated in table A.2 of ISO 1817:2011 *Rubber, vulcanized or thermoplastic - Determination of the effect of liquids*
- Due to comments from the USA and Japan during a systematic review, ISO 21487 *Permanently installed petrol and diesel fuel tanks* and ISO 10088 *Permanently installed fuel systems* will be reviewed to start addressing the subject of permeation in fuel systems and components.
- Following a liaison request from the EU LPG Association it was agreed they would arrange a meeting with SC 2 to look into the current European Standard (currently not an ISO) EN15609:2012 *LPG equipment and accessories — LPG propulsion systems for boats, yachts and other craft* (there is also a formal liaison started with ISO TC 22 SC 41 dealing with *Specific aspects for gaseous fuels - mainly CNG*).
- A new proposal to create a work item addressing *Lithium-Ion batteries* and their installation within small craft has been initiated.

## Appendix (1.) - Development and Management of ISO standards

ISO TC 188 is responsible for standardization of equipment and construction details of recreational craft, and other small craft using similar equipment, up to 24 metres length of the hull.

Currently, lifeboats and lifesaving equipment are covered by ISO TC 8.

ISO TC 188 has developed 105 published standards under the guidance of 21 separate working groups. Currently there are 12 active work groups and two Sub-Committees, **SC 1 Personal safety equipment** and **SC 2 Engines and propulsion systems**. Lifeboats and lifesaving equipment are covered by ISO TC 8.

The Secretariat of TC 188 is held by the Swedish Standards Institute (SIS) and Ms Anette Eriksson [anette.eriksson@sis.se](mailto:anette.eriksson@sis.se) is the current Secretary.

Membership of TC 188 comprises of National Standards Bodies (NSB) as well as liaison members who belong to other ISO TC's or to international or large regional organizations.

Only one member per country is allowed but they can have more than one representative within the committee.

There are two different categories:

- **P-Members** are full members who actively participate and have an obligation to vote on all questions submitted within the TC. The following 20 countries are P-Members of TC 188: France (AFNOR), USA (ANSI), UK (BSI), Germany (DIN), Malaysia (DSM), Russia (GOST R), Iran (ISIRI), Japan (JISC), Belgium (NBN), Netherlands (NEN), Australia (SA), South Africa (SABS), China (SAC), Canada (SCC), Finland (SFS), Israel (SII), Sweden (SIS), Norway (SN), Switzerland (SNV) and Italy (UNI).
- **O-Members** follow the work as observers but cannot make any formal comments about the development process. The following 24 countries are O-Members of TC 188: Austria (ASI), Romania (ASRO), Bulgaria (BDS), India (BIS), Denmark (DS), Ukraine (DSSU), Greece (ELOT), Croatia (HZN), Tunisia (INNORPI), Montenegro (ISME), Serbia (ISS), Iceland (IST), Ireland (NSAI), Hong Kong (ITCHKSAR), Hungary (MSZT), Cuba (NC), Czech Republic (UNMZ), Poland (PKN), Portugal (IPQ), Republic of Korea (KATS), Slovakia (SUTN), Thailand (TISI), Turkey (TSE) and Spain (UNE).

The development of an ISO International Standard (or revision or amendment of an existing standard) follows a series of stages:

1. **Preliminary Stage** – Preliminary Work Items (PWI) are submitted and voted on by the participating members of the technical or sub committees.
2. **Proposal Stage** – New Work Item Proposals or New Projects (NP) are developed for a new standard, new part of an existing standard, a technical specification or a publicly available specification.
3. **Preparatory Stage** – This stage covers the preparation of a Working Draft (WD)
4. **Committee Stage** – The Committee Draft (CD) takes into account comments from national bodies and reaches a consensus on the technical content. This is an optional stage and can be skipped under certain circumstances.
5. **Enquiry Stage** – A Draft International Standard (DIS) is circulated to all ISO member bodies for a three-month vote (this may be extended to a period of five months by the technical or sub committees concerned).

6. **Approval Stage** – The Final Draft International Standard (FDIS) is circulated within a three-month period for a two-month voting window. This is an optional stage and can be skipped under certain circumstances (although, not for harmonised standards providing the presumption of conformity).

7. **Publication Stage** – An International Standard (IS) is printed and distributed within one month after all corrections are made.

There are also some official ‘rules’ or Directives regarding the development of standards as well as a list of informative guides [here](#):

### **ISO/IEC Directives Part 1 and Consolidated ISO Supplement**

*Official procedures to be followed when developing and maintaining an International Standard and procedures specific to ISO*

### **ISO/IEC Directives Part 2**

*Principles to structure and draft documents intended to become International Standards, Technical Specifications or Publicly Available Specifications.*