



**ICOMIA**  
INTERNATIONAL COUNCIL OF  
MARINE INDUSTRY ASSOCIATIONS

## ICOMIA Small Craft Standards Bulletin

EDITION 2016: 6 - ISO TC188 SMALL CRAFT

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 ([TC 188](#)).

The ICOMIA Small Craft Standards Bulletin is issued biannually and available to download, for free, from the ICOMIA Online Library.

**bsi.** Edition 2016:6 of the ICOMIA Small Craft Standards Bulletin provides an update of standards

following the week of the ISO TC 188 Working Group and Plenary meetings held at the British Standards Institution (BSI) in Chiswick, UK which took place from the 27th June - 1st July 2016. Interestingly BSI is the world's first National Standards Body formed in 1901!

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.

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Further information can be found on the ISO website [www.iso.org](http://www.iso.org)



The **International Council of Marine Industry Associations** is the international trade association representing the global marine industry since 1966. ICOMIA brings together national boating federations in one global organisation and represents them at an international level, presenting a strong and united voice when dealing with issues challenging the industry [www.icomia.org](http://www.icomia.org)



## CURRENT NEWS

[Rulefinder.net](#), the online standards portal, has recently made a monthly access subscription available on their website.

This will allow companies working on smaller or custom one-off projects, who in the past have been unable to afford the annual subscription fees, access to ISO TC 188 small craft standards,

ABYC standards, Canadian Small Craft Regulations, MCA large yacht code, RINA rules for classification and the ICOMIA global conformity guidelines which are a comparison of the requirements found in ISO and ABYC standards. The benefits of using an online system are that the standards are always kept up-to-date and can be viewed from any computer or tablet depending on location.

One of the quickest ways of finding out the status of a standard (whether it is about to be published or withdrawn) is by having a look at the official ISO online work programme summary [here](#) and clicking on the stage codes of the relative standards.

As a reminder, ICOMIA welcomes submissions of any relevant photographs or colour graphics that could be incorporated into future new standard publications as well as republication or revisions of previous versions. We believe this will help make them more 'user friendly' documents.

**TC 188 Plenary** - One of the resolutions from the TC 188 Plenary meetings was to initiate a Committee Internal Ballot (CIB) to withdraw **ISO 10134:2003** *Small craft - Electrical devices - Lightning-protection systems*. The intention is to convert this standard into a Technical Report.



ISO TC 188 Plenary meeting at BSI in London, UK on 1st July 2016.

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**A. The following standards have been published so far during 2016 – please make a note of when the previous editions of these will cease to give a presumption of conformity\***

*\*On completion, standards supporting EU directive requirements are referenced in the Official Journal of the European Union (OJEU). A link can be found [here](#). This step is referred to as 'harmonization'.*

*A harmonized 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.*

**EN 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. It was reviewed by members of WG 9 whose title was recently changed to *Main Dimensions and Documentations*.

**ISO 16315 – Electrical propulsion systems**

This was a new project under the guidance of a joint working group – JWG 1 which was compiled from members of TC 188 as well as the International Electro technical Commission

(IEC) TC 18 *Electrical installations of ships and of mobile and fixed offshore units.*

One of the many tasks of this JWG was to incorporate the statement included in the new 2013/53/EU Directive – 'Electric propulsion circuits shall not interact with other circuits in such a way that either would fail to operate as intended.'

The standard was published in March 2016.

*Note: ISO 16315:2016 addresses the design and installation of alternating current (AC) and direct current (DC) electrical systems used for the purpose of electrical propulsion and/or electrical hybrid (system with both a rechargeable battery and a fuelled power source) propulsion.*

*It applies to electrical propulsion systems operated in the following ranges either individually or in combination: direct current of less than 1 500 V DC; single-phase alternating current up to AC 1 000 V; three-phase alternating current up to AC 1 000 V.*

**EN ISO 14895 – Liquid fuelled galley stoves and heating appliances**

The title and scope of this standard has recently changed to include heating appliances after it was recently published in May 2016.

It specifies the design, construction and installation of permanently installed galley

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stoves and heating appliances using fuels which are liquid at atmospheric pressure - these include open flame galley stoves, ceramic hobs, blown air heaters and water heating appliances.

**EN ISO 11592 -1** - *Small craft less than 8 m length of hull - Determination of maximum propulsion power rating*

This standard replaces EN ISO 11592:2001 since a new work item (as a part 2.) is under development to include all craft above 8m but less than 24m. It was published in February 2016 and the new title is *Determination of maximum propulsion power rating - Part 1: Craft with a length of hull less than 8 m.*

Further details regarding EN ISO 11592 -2 can be found under Section C. later in this Bulletin.

**ISO 9094** - *Fire protection*

This standard was published on the 13th November 2015 but this latest version has not been formally harmonised and its reference published in the OJEU. We understand that this is a serious concern to industry and are hoping to get it harmonised as quickly as possible.

**B. The following standards have been noted as requiring a review based on the publication of the new Recreational Craft Directive 2013/53/EU**

**EN ISO 8099** – *Toilet waste retention systems*

ICOMIA is currently convenor of the new working group (WG 30) assigned to develop a new part of the standard to cover waste

treatment systems, the full title will be ISO 8099-2 - *Small craft - Waste systems - Part 2. Waste water treatment*

Craig Scholten representing ABYC in the US is the new Project Leader of the group, replacing Brian Goodwin. Any experts wishing to be involved in this new project can contact ICOMIA.

ISO 8099-1 - *Small craft - Waste systems - Part 1. Waste water retention* will be published shortly as it has been approved for registration as an FDIS (Final Draft International Standard).

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

This standard is currently awaiting FDIS registration. Delays in publication have been due to the draft implementing act which is currently under 4 weeks Inter Service Consultation between the European Commission and the EU Member States. Please note that the new requirement in the 2013/53/EU Directive regarding MIC codes only being able to be assigned by the national authority of an EU Member State will not be amended by the implementing act. WG 9 will be meeting at METS 2016 in Amsterdam to finalise any changes.

**EN ISO 14945** – *Builder's Plate*

After a systematic review (SR) last year it was agreed to review this standard to be inline with the new Essential Requirements for builder's plates in the Post Construction Assessment

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(PCA) Module to include the Notified Bodies contact details. In July 2016 the Committee Draft (CD) and new work item proposal was approved via ballot and further discussions will take place during METS 2016 in Amsterdam.

**EN ISO 14946** - *Maximum load capacity*

A resolution was made at the beginning of this year to start a revision of this standard. Currently the CD version has been approved (June 2016) and after additional work on some detailed drawings defining the seat and occupancy areas it will undergo a DIS ballot after the WG meets at METS 2016.

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

Due to some significant changes made during a meeting as part of the TC 188 plenary, it was decided to delay FDIS registration of the draft until after the next WG meeting which will take place in Düsseldorf, Germany during BOOT 2017.

The term 'engine driven' has been removed from the title and it is also proposed to change 'helm position' into 'steering position' or 'steering area' in order to accommodate sailing craft with more than one steering position.

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

It was decided in mid 2015 that due to time constraints it was important to rather work on a

2nd amendment to incorporate the new RCD wording '...shall be accessible to or deployable by a person in the water unaided'.

A number of editorial and technical comments have been made to the 2nd DIS version of the draft (after it was disapproved during the 1st DIS ballot) and there are also concerns that in terms of tests on PFD's their may be possible contradictions with national laws or regulations. A 3rd DIS will be discussed at METS 2016 later this year under the guidance of Mr Sebastien Milcendeau (France) who will take over the role of convenor of WG 3.

**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 24 m*

This new work item is under development to include all craft above 8m but less than 24m. A draft international standard (DIS) was discussed during the ISO TC 188 plenary week at BSI and the WG will continue to revise the DIS at a meeting held at METS 2016.

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

A revised committee draft (CD) was approved in May last year. A DIS is currently in preparation, but there are still some issues pending, such as 'recesses with a low risk of flooding' that are found in multihulls, fly bridges, etc.

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WG 3 met in London in June 2016 and made significant progress in addressing all the comments.

*Please note: There is a possibility that this standard will be moved across to WG 22 who deal with the stability standards as there were a number of technical items and definitions that need to be considered for both standards.*

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

This part of the standard is still undergoing major revision which also impacts on part 7, and 10, below. A committee draft (CD) recently received approval after a ballot that ended in July 2016. Comments from this ballot will be addressed during a WG meeting at METS 2016.

A monitoring tool/application - <http://www.webscant.com/> - has been set up as a comparison tool to analyse submitted data for existing recreational craft projects (using the current version of part 5.) against the existing standard and to build a data base with significant knowledge.

Readers of this bulletin involved in scantling calculations are invited to submit their own relative scantlings data (before the end of 2017) and then to later receive the results.

All questions relating to this online tool should be directed to the WG convenor, Mr Grégoire Dolto [dolto@fin.fr](mailto:dolto@fin.fr)

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

This part of the standard has reverted back to NWIP (New Work Item Proposal) status and once completed will be sent for DIS enquiry.

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

This part of the standard has also reverted back to NWIP status and once approved (voting closes August 2016) will be discussed during METS 2016.

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

Unfortunately this standard has been reverted back to New Project (NP) status and a committee draft along with an ISO form 4 will need to be completed shortly. The working group dealing with this standard, WG 20, has a new convenor, Ross Wombwell (United Kingdom).

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

Parts 1 and 2 will be revised due to new materials available on the market and could also be combined into one standard.

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The project leader will be Ross Wombwell (United Kingdom) and the revision is intended to be developed under the default timeframe of 3 years. The work will be allocated to a new working group SC 2/WG 6 with Sam Behrmann (Sweden) as Convenor. A revision of **ISO 15083:2003** - Bilge-pumping systems would also be started within this new working group.

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

This standard will be revised under its current working group, WG 10

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

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

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

This standard falls under SC 2/WG 2 and will shortly undergo revision. The project leader will be Robert Newsome (United States) and the revision is intended to be developed under the default timeframe of 3 years with the first meeting being held during BOOT Düsseldorf in January 2017.

#### **D. The following standards have undergone systematic review in 2016**

- **ISO 6185-4:2011** - Inflatable boats -- Part 4: Boats with a hull length of between 8 m and

24 m with a motor power rating of 15 kW and greater

- **ISO 11105:1997** - Ventilation of petrol engine and/or petrol tank compartments
- **ISO 13342:1995** - Static thrust measurement for outboard motors
- **ISO 8665:2006** - Marine propulsion reciprocating internal combustion engines -- Power measurements and declarations
- **ISO 6185-1:2001** - Inflatable boats -- Part 1: Boats with a maximum motor power rating of 4,5 kW
- **ISO 15584:2001** - Inboard petrol engines -- Engine-mounted fuel and electrical components
- **ISO 9093-2:2002** - Seacocks and through-hull fittings -- Part 2: Non-metallic
- **ISO 13592:1998** - Backfire flame control for petrol engines
- **ISO 9093-1:1994** - Seacocks and through-hull fittings -- Part 1: Metallic
- **ISO 6185-2:2001** - Inflatable boats -- Part 2: Boats with a maximum motor power rating of 4,5 kW to 15 kW inclusive
- **ISO 8849:2003** - Electrically operated direct-current bilge pumps
- **ISO 13591:1997** - Portable fuel systems for outboard motors
- **ISO 15083:2003** - Bilge-pumping systems
- **ISO 10134:2003** - Electrical devices -- Lightning-protection systems

\* Note: All the steering standards have been confirmed after systematic review in 2015 but TC 188 SC 2 WG 3 will investigate possibilities for alignment of requirements and merging all steering gear standards.

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## 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 78 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**

The Secretariat of TC 188 is held by the Swedish Standards Institute (SIS) and Mr Erik Lundin (Erik.Lundin@sis.se) is the Secretary.

Membership of TC 188 comprises of national standards bodies 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 24 countries are P-Members of TC 188: France (AFNOR), USA (ANSI), UK (BSI), Germany (DIN), Malaysia (DSM), Russia (GOST R), Portugal (IPQ), Iran (ISIRI), Japan (JISC), Republic of Korea (KATS), Belgium (NBN), Netherlands (NEN), Ireland (NSAI), Australia (SA), South Africa (SABS), China (SAC), Canada (SCC), Finland (SFS), Israel (SII), Sweden (SIS), Norway (SN), Switzerland (SNV), Italy (UNI) and Czech Republic (UNMZ).

**O-Members** follow the work as observers but cannot make any formal comments about the development process. The following 20 countries are O-Members of TC 188: Spain (AENOR), Austria (ASI), Romania (ASRO), Bulgaria (BDS), India (BIS), Denmark (DS), Ukraine (DSSU), Greece (ELOT), Croatia (HZN), Tunisia (INNORPI), Montenegro (ISME), Serbia (ISS), Iceland (IST), Hong Kong (ITCHKSAR), Hungary (MSZT), Cuba (NC), Poland (PKN), Slovakia (SUTN), Thailand (TISI) and Turkey (TSE).

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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 (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).

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

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# ICOMIA

INTERNATIONAL COUNCIL OF  
MARINE INDUSTRY ASSOCIATIONS

## THE INTERNATIONAL COUNCIL OF MARINE INDUSTRY ASSOCIATIONS – ICOMIA – IS THE INTERNATIONAL TRADE ASSOCIATION REPRESENTING THE GLOBAL MARINE INDUSTRY SINCE 1966

ICOMIA brings together national boating federations in one global organisation and represents them at an international level, presenting a strong and united voice when dealing with issues challenging the industry

No less than 36 national federations across the world are full members of ICOMIA today. Our members include the vast majority of the industrialised countries from North America across to Japan and China and from Finland to New Zealand.

ICOMIA's working committees predominantly consist of our member associations and provide forums where the national associations can share their experiences and most importantly plan collectively to address issues facing the industry worldwide. With the support of our members throughout the world and in conjunction with the appropriate associations, ICOMIA lobbies international authorities and major organisations, publishes documents and guidelines and produces tools to facilitate the growth of the industry.

ICOMIA's objectives are to provide a forum for the exchange of views between the different national marine industry associations; to produce internationally agreed standards to ensure high quality and safety of industry's products; to remove all barriers to trade, wherever they may exist; to promote boating and to give guidelines where appropriate.

ICOMIA represents an agreed international industry opinion on environmental matters related to boating and seeks to minimise any adverse effects of boating on the marine environment. Protection of the marine environment is an ICOMIA core value.

With the help of its members throughout the world and in conjunction with the appropriate boating associations, ICOMIA acts internationally on behalf of all those concerned for the boating industry's continued success and the public's ability to enjoy boating at all levels in a clean environment.

### COMMITTEES

Our working committees predominately consist of our member associations and address issues challenging the marine industry worldwide.

### LIBRARY

The ICOMIA Online Library contains useful information about the industry. Members can access and/or provide relevant data here.

### MEMBERS

With the help of our members throughout the world, ICOMIA acts internationally on behalf of all those concerned with the marine industry.

FOR MORE INFORMATION ABOUT OUR WORK, PLEASE VISIT: [WWW.ICOMIA.ORG](http://WWW.ICOMIA.ORG)

# ICOMIA TOOLS & RESOURCES

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## ICOMIA's Recreational Boating Industry Statistics

ONLY €800

ICOMIA's Recreational Boating Industry Statistics book is an invaluable tool in business planning; to view sample pages or to order your electronic copy please visit [www.icomia.com](http://www.icomia.com) and click on the banner.

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## ICOMIA Environment Guide

*Free to ICOMIA Members, otherwise only €300 for latest edition, plus one update*

For the latest environmental legislation from the recreational marine industry.

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## Scantlings Calculator & Keel Checker - FREE

Scantlings Calculator: Easy to use Excel based software application for boatbuilders with limited time or expertise to conduct their own scantling calculations on the basis of ISO 12215-5. Users are required to produce proof of purchase of Part 5 of the Standard.

Keel Checker: A tool for assessing whether keel designs are within the parameters of ISO 12215 Part 9.

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## ICOMIA's Global Conformity Guidelines - FREE

For years, US companies interested in exporting boats to Europe and European companies wishing to export to the US had found themselves in a difficult situation due to the different sets of Standards used on the two continents and the requirement to comply with them both. These guidelines provide detailed guidance for boatbuilders needing to comply with the alternative Standards system.

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## ICOMIA Technical Guides

ICOMIA produces industry recognised Guidelines and Standards (such as):

'Electromagnetic Compatibility (EMC) Assessment Recommendations': Step-by-step guidance on compliance with the EMC Directive applicable to a vast range of equipment encompassing electrical and electronic appliances, systems and installations in addition to complete boats. **FREE**

'Minimum Acceptable Finish and Appearance for Superyacht Gloss Coatings': Produced for use in conjunction with ISO 11347. Supporting yards and paint applicators within the superyacht sector in defining their own quality by establishing a baseline standard. **FREE**

Guide to the Recreational Craft Directive (RCD): Invaluable interactive guide for boatbuilders providing information on how to safely manufacture, import, distribute and sell products on the EU single market, EEA and Switzerland. 4

The Guide is available from **2.99 Euros** - to order your copy visit [www.icomia.com](http://www.icomia.com) and click on the button.

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## GET IN TOUCH

### International Council of Marine Industry Associations

Marine House  
Thorpe Lea Road  
Egham, Surrey  
TW20 8BF  
United Kingdom

T: +44 (0) 1784 223702

E: [info@icomia.com](mailto:info@icomia.com)

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