AITS FUNDED REPORT OF INTERNATIONAL/EUROPEAN MEETING

This report is to be submitted to the relevant BSI Programme Manager at the same time as the AITS form is returned (i.e. within 1 month of the date of the meeting). It will then be circulated to the relevant BSI Technical Committee.

Meeting of Committee: ISO/TC188

Date(s) of Meeting: 16 to 20 Jun 2014

Place of Meeting: Baltimore, MD, USA

Author of report: Stuart Carruthers

Other UK attendees: Andrew Thomas BMF
Paul Holland Energy Solution UK

Countries & number in delegations [e.g. DE(4)]

UK (3); ICOMIA (1); ISAF (1); N (1); SE (3); US (6); F (4); BE (1); DE(4)

Additional major papers circulated at meeting

None; all paperwork was submitted in advance of the meeting as per procedure and available on Livelink.

Items added to Agenda at meeting

None

List of discussed items

JWG 1 Electric propulsion system
WG 3 Cockpits, deck fittings and rigging parts (man overboard)
WG 9 Main dimensions of the craft and identification of the hull
WG 12 Fire protection
WG 13 Operator’s manual, terminology and symbols
WG 18 Scantlings
WG 19 Navigation lights
WG 24 Field of vision from helm position
WG 25 Maneuvring speed and powering

Other comments/items

There was a proposal to amend ISO 9093 – part 1 to include a table of acceptable materials for metallic through hull fittings. This was proposed under any other business and accepted.

Date of Next Meeting:

22 to 26 June 2015 – 27th Meeting of TC 188

Proposed venue for next meeting:

Göteborg, Sweden (Confirmed).
Working Groups to be decided will meet at METS, Amsterdam on 18th to 20th Nov 2014
Report from delegate

Outcome of Working Group Meetings

A copy of the plenary agenda is attached to this report. Parallel working group meetings preceding the plenary were held as follows:

<table>
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<th>Parallel meeting(s) / Réunion(s) parallèle(s)</th>
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<td>08h30 – 12h30</td>
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I attended the 26th plenary meeting of TC 188 in Baltimore, MD, USA on 20th June 2014. This was preceded by following Working Group Meetings over the period 16th to 19th June inclusive:

<table>
<thead>
<tr>
<th>WORKING GROUP</th>
<th>UK DELEGATE</th>
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<tbody>
<tr>
<td>JWG 1 Electric propulsion system</td>
<td>Paul Holland</td>
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<tr>
<td>WG 3 Cockpits, deck fittings and rigging parts (man overboard)</td>
<td>Stuart Carruthers</td>
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<td>WG 9 Main dimensions of the craft and identification of the hull</td>
<td>Andrew Thomas</td>
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<td>WG 10 Electrical Equipment</td>
<td>Paul Holland</td>
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<td>WG 12 Fire protection</td>
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<td>Andrew Thomas</td>
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JWG 1, electric propulsion systems - ISO/DIS 16315.2

It was noted that the second DIS had been approved in ISO and CEN but was strongly opposed by IEC/TC 18 (ISO/TC 188 N 1351 refers). However, during the meeting of JWG1 agreement was reached on the comments received and as a result JWG 1 recommended that the modified draft be submitted to ISO/CS for third enquiry so voting results could be available in time for next METS meeting in November this year.
TC 188 decided that its secretariat should now submit the modified draft for parallel third enquiry in ISO, IEC and CEN to ISO/CS; and asked the JWG 1 Convenor to submit the modified draft not later than 1st Aug 14.

**WG 3, man overboard prevention and recovery – Revision of ISO/CD 15085**

The draft presented in document ISO/TC 188 N 1335 was amended following consideration of the comment received following the CD vote in document ISO/TC 188 N 1339. It was noted that WG3 had reached agreement on the comments and the working group recommended that the modified draft would be submitted for DIS vote.

TC 188 decided that its secretariat should submit the modified draft for parallel enquiry voting in ISO and CEN and asked the WG 3 Convenor to submit the DIS draft not later than 1st Sep 14.

**WG 3, watertight cockpits and quick-draining cockpits - Revision of ISO 11812**

It was agreed that a revision of ISO11812 based on its present scope should be registered as an active work item with a three year development track; the work was allocated to WG 3 and Mr Gregoire Dolto, France was appointed as Project Leader;

TC188 agreed that a draft was to be submitted to TC 188 as a CD for further review and approval before being submitted to DIS enquiry; the Project Leader was asked to provide the TC 188 secretariat with an updated CD draft not later than 1st October 2014.

**WG 9, main dimensions of the craft and identification of the hull**

WG 9 met on the morning of 16th June 2014 and made the following recommendations to TC 188:

a. ISO 10087 – Keep CIN as is and recommend effective date of 18 January 2016. 
c. ISO 8666 – See notes below. 
d. ISO 14946 – Update to current RCD references and effective date of 18 January 2016.

**Principal data – revision of ISO 8666**

TC 188 has earlier agreed that there was a need to revise ISO 8666:2002. A draft had been prepared by WG 9 based on comments from WG 22 and AFNOR. This draft was submitted to TC 188 for formal approval as a new work item. It was also proposed to submit the draft for registration as a DIS following agreement on the comments received.

TC 188 agreed its secretariat should submit the modified draft to ISO/CS for parallel enquiry voting in ISO and CEN; and asked the WG 9 Convenor to submit the DIS draft not later than 1st Aug 2014.
TC 188 also confirmed that ISO 8666 shall be the master standard on principal data and that definitions required in development of other standards shall be addressed to WG 9.

**WG 10, electrical equipment – merger of ISO 13297:2012 and ISO 10133:2012**

A draft was circulated to members for review but it was not complete. A number of technical issues were considered and it was agreed that the draft for a combined standard will be circulated for WG review. It will then be submitted to ISO for circulation as a CD.

**WG 12, Fire protection – revision of ISO/DIS 9094.2**

The 2nd DIS draft had been approved (document ISO/TC 188 N 1390 refers), however, there had still been a considerable number of comments received in response to it the vote. These were discussed and agreed at the meeting of WG 12 at its meeting on 19 June 2014. As a result WG 12 recommended that the modified draft be submitted for a 3rd enquiry.

TC 188 decided that its secretariat should submit the modified draft to ISO/CS for third enquiry voting in ISO and CEN; and asked the WG 12 Convenor to submit the new DIS draft not later than 1st August 2014.

**WG 13, Owner’s manual ISO 10240/DAmend 1**

The draft Amendment had been approved as presented in document ISO/TC 188 N 1375 with negative votes from Austria and Sweden and objections from Germany and the CEN Consultant, however WG 13 met on 16 June 2014 where agreements were reached on received comments and the draft was modified for submission for final approval.

TC 188 decided that its secretariat should all submit the modified draft to ISO/CS for parallel final approval voting in ISO and CEN and asked the WG 13 Convenor to submit the modified draft not later than 1st August 2014.

**WG 18, Hull construction and scantlings - NWIP for Parts 7 and 10 and revision of Part 5 to ISO 12215**

WG 18 met on 19 June 2014 and noted that it needed more time to prepare additional drafts for Part 7: Scantling determination of multihulls and Part 10, Rig loads and attachments; these drafts must be submitted as NWIP. However before this can happen it was noted that Part 5 also needs to be revised to provide a suitable reference for the Part 7 revision.

TC 188 agreed the following actions:

- drafts for Part 7 and Part 10 shall be submitted as NWIP and submitted to DIS enquiry;
- to appoint the WG 18 Convenor, Mr Gregoire Dolto, France, as Project Leader;
• possible rearrangement of the scantling standards can start when Part 5, Part 7 and Part 10 of ISO 12215 have been finalized.

The Project Leader was asked to provide the TC 188 secretariat with updated drafts not later than 1st January 2014; furthermore the WG 18 Convenor was asked to report to next TC 188 meeting on development of a revised Part 5.

WG 19, LED navigation lights – performance - ISO/DIS 19009

WG 19 met to discuss comments on the draft as presented in document ISO/TC 188 N 1376; the following important issues were discussed and resolved:

• the requirement for port and starboard lights to differ by no more than 1.5 was removed;
• a new section regarding "flashing lights" was added, together with testing requirements;
• testing voltage was clarified;
• notice to vessel owners regarding "end-of-life" of the navigation light was clarified;
• test equipment calibration to a national standard or regulation was clarified;
• normative Annex A, Instructions for the test laboratory, was deleted.

TC 188 noted the recommendation from WG 19 to submit the modified draft to final approval and agreed that its secretariat should submit the modified draft for parallel final approval voting in ISO and CEN to ISO/CS. The WG 19 Convenor was asked to submit the modified draft not later than 1st August 2014.

WG 24, – field of vision from helm position – revision of ISO 11591:2011

The new RCD now specifies that: “for recreational craft, the main steering position shall give the operator, under normal conditions of use (speed and load), good all-round visibility”. Thus it now applies to sailing craft.

ISO 11591 was discussed in the light of the new RCD requirement, as a result chapters for sailing watercraft were inserted and the chapters for engine-powered watercraft were simplified.

TC 188 agreed to register the revision of ISO 11591 as an active work item with a two year development track and allocated the work to WG 24 with, Mr Ulrich Heinemann, Belgium, as Project Leader. TC 188 agreed to change the title to: Small craft – Field of vision from steering position and to submit the draft developed by WG 24 direct to DIS enquiry. The Project Leader was asked to provide the TC 188 secretariat with the DIS draft not later than 1st August 2014.

WG 25, manoeuvring speed and powering
WG 25 noted that ISO 11592 was confirmed in the systematic review 2013 and that its title and foreword will need to be updated based on approval of Part 2.

**Craft with a length of hull between 8m and 24m ISO/CD 11592-2**

The draft for a Part 2 to ISO 11592 had been circulated as a CD for comment (document TC 188 N 1361 refers). The draft received a negative vote from the UK but had been approved (document ISO/TC 188 N 1392 refers). However it was recognised that further technical discussion was required and agreed that a modified draft should be submitted as a second CD.

It should be noted that WG 25 considered that since craft less than 8 m use 85% difference between maximum speed and manoeuvring speed, it will look for a correlation between maximum speed and manoeuvring speed for the larger craft.

TC 188 accepted development of a second part to ISO 11592 and decided to change the time frame to development track 2 (36 months). The WG 25 Convenor was asked to submit a new CD draft not later than 1st September 2014. The TC 188 secretariat is to inform CEN/BT/WG 69 to ensure CEN registration of the project under ISO lead.

**Other Discussions and decisions reached by TC 188**

Management of technical work in working groups – Request for professional standardisation help

TC 188 noted:

- the use of ISO livelink and Global Directory also are mandatory for WG:s;
- the need to ensure improved efficiency in the development of international standards.

It is worth noting that TC 188 agreed to:

- request that ISO NSB must provide professional standardization support to Working Group convenors,
- the terms and conditions concerning the provision and duration of professional standardization support to Working Group convenors as specified in document ISO/TC 188 N 1384;
- implement these terms and conditions when establishing new working groups and appointing new WG Convenors.

**FDIS 6185-3, Inflatable boats – Part 3: Boats with a hull length less than 8 m with a motor rating of 15 kW and greater**

It was noted that FDIS 6185-3 the formal vote in ISO and CEN closed on 20th May 2014. However, it was noted that there had been a number of comments, a need to correct a number of references and that a modified document needs to be further
reviewed. Consequently, TC188 is to ask ISO/CS to postpone publication and asked the convener to prepare a corrected draft.

**Correction of ISO 12217, Small craft — Stability and buoyancy assessment and categorization:**

- **Part 1:** Non-sailing boats of 6 m length of hull;
- **Part 2:** Sailing boats of 6 m length of hull and over; and
- **Part 3:** Boats less than 6 m length of hull.

The concerns and comments received on all three parts of ISI 12217, particularly comments received on ISO 12217-2 were discussed in plenary. As a result, corrections on all three Parts were presented in document ISO/TC 188 N 1385.

TC 188 noted the agreement with ISO/CS to publish corrected versions of all three Parts and confirmed that TC 188 secretariat should submit the corrected drafts to ISO/CS for publication. This would include a statement in the Forward concerning the major corrections contained in the amendments.

**Establishing of a new sub-committee, SC 2, Engine and propulsion systems**

Plenary noted the proposal to ensure that there were adequate resources for the work on engines and propulsion systems which had been supported by IMEC, ANSI and approved by 14 of the 21 voting P-members.

Plenary noted the disapproval vote from UK based on lack of time to consult fully, but decided to establish SC 2 with scope and work programme as specified in document ISO/TC 188 N 1389, corrected as proposed by Germany, and with secretariat held by SIS, Sweden. Plenary also decided to appoint Sam Behrmann, Sweden as Chairman of SC 2 for a three year period.

In view of the comment made by the UK, the TC 188 secretariat together with TC 188 Chairman and Co-chairman will complete the formalities to establish a subcommittee which will be circulated to TC 188 members for a two month confirmation period before it is submitted to ISO/TMB for ratification. The secretariat is to inform CEN/BT/WG 69 to ensure that the same corporation is established with SC 2 as with TC 188.

**ISO/DIS 18854, test bed measurement of gaseous and particulate exhaust emissions from reciprocating internal combustion engines.**

Plenary noted that the draft had been approved (document ISO/TC 188 N 1355 refers) and that agreements on received comments had been reached at a meeting of WG5 on 14th May 2014. As a result, Plenary decided that the modified draft should be submitted to ISO/CS for parallel final approval voting in ISO and CEN.

**ISO/CD 14895, Liquid fuelled galley stoves**
Plenary noted that the draft (document ISO/TC 188 N 1347) had been approved with comments and noted that the project was in critical stage for automatic cancelation. As a result it was agreed that TC 188 secretariat should submit a modified draft to ISO/CS for DIS enquiry and requested the WG 29 Convenor to submit a modified draft not later than 1st August 2014.

Stuart Carruthers
07 July 2014