BRIEFING NOTES ON ISO TC188 ACTIVITY FOR INTERNATIONAL REGULATIONS MEETING AT WORLD SAILING ANNUAL CONFERENCE 2023

(a) ISO/TC 188 – SMALL CRAFT

Scope

Standardization of equipment and construction details of recreational craft, and other small craft using similar equipment, up to 24 metres length of the hull. Lifeboats and lifesaving equipment covered by ISO / TC 8 are excluded.

TC 188 is directly responsible for 81 standards, WG 35 is responsible for standards concerning hull construction and scantlings. David Lyons is currently listed as the convenor.

ISO 12215-9:2011 has been the subject of much discussion in Special Regs and the Offshore and Oceanic committee following a number of keel losses leading to capsize. The Standard defines the loads and specifies the scantlings of sailing craft appendages on monohull sailing craft with a length of hull of up to 24 m, measured according to ISO 8666. A revision is now under development as ISO/AWI 12215-9 (Preparatory stage). Submission of a Draft Information Standard is expected by July 2024 with a publication date of July 2025.

It is worth noting that the WS proposal to revise this standard was strongly opposed by France (AFNOR). They claim that despite many requests, *World Sailing has not been able to provide:*

> *1. a check of the relevant "structural plan review" assessments to ensure they are proof against any mistake;*
>
> *2. nor confirm affected boats have been strictly built according to these supposed "approved" plans.*

So that, World Sailing cannot ensure their request is relying on consistent baseline.

However, the fact remains that many competitive racing yachts are normal production yachts built and certified in accordance with the Recreational Craft Directive. It is therefore only expedient to ensure that the Standard ensures that the structural efficiency of all parts of the keel and its hull connection reflect the state of the art and that fatigue life assessment procedures are adequately set out.

ISO 12217-2:2022 concerns the stability and buoyancy assessment and categorization of sailing boats of hull length greater than or equal to 6 m and is currently under systematic review opening on 15 July 2023 and closing on 2 December 2023. However Due to the JAHARP project and the number of comments for improvements on the stability standard, TC188 resolved to revise ISO 12217 all parts. The revision is assigned to ISO/TC 188/WG 9 under the convenorship of Mr. Dave Marlow. A CIB to appoint project leaders will be launched after the Systematic Review. As the systematic review started on 15 July 2023, WG9 will await the SR comments before the revision starts.

(b) ISO TC188/SC1 – PERSONAL SAFETY EQUIPMENT

Scope

Standardization of test methods and requirements relevant to personal safety equipment used on small craft. This includes personal floating devices (PFD) and immersion suits but excludes life rafts.

SC1 is responsible for 14 published ISO Standards:

1. ISO 10862:2009 Small craft — Quick release system for trapeze harness
2. ISO 12401:2009 Small craft — Deck safety harness and safety line — Safety requirements and test methods
3. ISO 12402:2020 Personal flotation devices — All 10 parts concerning PFD
4. ISO 15027:2012 Immersion suits — all 3 parts including constant wear suits, abandonment and test methods

Currently the following standards are being revised:

1. ISO/CD 12401 Small craft — Deck safety harness and safety line — Safety requirements and test methods
2. ISO/DIS 15027-1 Immersion suits — all 3 parts including constant wear suits, abandonment and test methods

Matter of interest to world sailing:

ISO 12401 Small craft — Deck safety harness and safety line — Safety requirements and test methods was circulated as a committee draft for comment on 12 May 2023, the ballot closed on 8 July 2023 and a resolution 02/2022 to revise the standard was unanimously accepted.

The following changes have been accepted (amendments in red) and will be of interest to WS Special Regulations sub-committee:

4 Requirements for safety

4.1 General

The original effective maximum length of a safety line, measured with a measuring tape between the attachment points, under a load of 10 kg, shall not exceed 2 m including the length of the hooks. The measurement shall be made from the inside of the hook (s).

Where the safety line incorporates more than two hooks or loops, the length of 2m shall not be exceeded in any combination of hook or loop attachment.

Note: If a safety line has a break out indicator that expands the length after being subject to load, the maximum length of 2 m might be exceeded after the breakout indicator being on the load.

Design of the safety line and its attachments to the wearer shall preclude accidental incorrect attachment resulting in more than 2 m between the strong point on the craft and the strong point on the deck safety harness

In addition, Germany has commented that testing the tensile direction alone is not considered adequate due to the possibility of torsion, which is a different type of loading. Germany has

recommended to perform lateral and torsional. However, it is not known if a test for torsion is yet available in any standard, so the experts at international level have been asked to check whether a torsion test for karabiners is known.

ISO TC188/SC1 Meeting

SC1 Met in Paris from 4 to 8 September 2023. The meeting failed to complete the agenda and has resolved to meet virtually from 28 November to 1 December 2023 to finalised the unfinished business. Further amendments to the ISO 12402 series and ISOI 12401 are expected to be discussed then.

Stuart Carruthers