

1. ISO 12217 Series

A face-to-face meeting of ISO/TC 188/WG9 – *Main dimensions of the craft and identification of the hull* was held on 13 and 14 May 2025 in Helsinki at the Haaga-Helia University of Applied Sciences Pasila campus.

ISO/TC 188/WG9 is undertaking a major revision of ISO 12217 series, small craft — Stability and buoyancy assessment and categorization - following a recommendation to TC 188 to approve the development of one standard for non-sailing boats and one for sailing boats; and to merge part 3 (boats less than 6m LOA) into parts 1 and 2. See TC 188 resolution 2024-04.

The Helsinki meeting was the second arranged to resolve comments on ISO/CD 12217 part 1 and ISO/CD 12217 part 2, following CD registration on 11 Nov 24 and closure of the comment period on 08 Jan 25. At that time, the target date for DIS enquiry registration was set for 04 Dec 25 at the latest.

The ISO 12217 series is probably the most complex standard in the small craft series, and that presents a considerable challenge for the WG. In all, 38 pages of comment were made on both parts in the comment period concerning the correct use coefficients and definitions. and the application of tests, calculations and requirements.

For this reason, there was significant benefit in attendance in person (demonstrated by the number of experts who met face-to-face). This meant those present could be fully engaged in the revision, and it enabled comments to be resolved in discussion across both days, rather than being limited to short, online meeting 'bites'.

Since then, WG 9 has met virtually on 21 and 22 Jul 25, 23 Aug 25, 4 Sep 25, 30 Sep 25 to fine-tune the text to improve clarity and to address outstanding comments concerning companionways, moveable centreboards, wind stiffness tests, offset loading and deck protection. The WG has also reviewed and clarified essential safety equipment language where necessary.

The WG is now preparing for DIS Submission to be registered by no later than 29 Oct 25 which is well within the deadline.

2. ISO 12215-5

The Revision of ISO 12215:2019 Part 5 concerning design pressures, design stresses and scantlings determination for monohulls was approved under ISO TC188 Resolution 2025-08.

The revision will be undertaken by WG35 under the project leadership of Mr Robert Schofield from ANSI under the 36 month development track. This was confirmed on 24 Sep 25. The current scope is also confirmed; the project is starting at stage: 20.20 and the projected target dates are:

- Submission of DIS (40.00): 2027-08-30
- Publication: 2028-08-30

P-Members were invited to appoint experts to contribute to the project. WS has exercised its Category A liaison and appointed Johannes Christophers (International Regulations Commission member). Johannes Christophers has now been registered as WS representative for future ISO TC188 (WG35) discussions on standards 12215-5.

3. ISO 12402 Series

A resolution to consolidate the ISO 12402 Series was taken at the ISO/TC 188/SC1 plenary meeting in London, April 2025 and was approved on 25 Sep 25. It is worth noting that the US did not support the consolidation of ISO 12402. The US has a binational series of standards (ANSI/CAN/UL 12402 series) based on ISO 12402. The US believes that these binational standards, and its goal of harmonization with the ISO standard, would be negatively impacted if the parts are consolidated.

The resulting Preliminary Work Instruction (PWI) is the result of the work of an Ad Hoc Group (AHG) to consolidate the ISO 12402 standard series. The objective is to bring together the parts of the standard in the following way:

- ISO PWI 12402-1: consolidates ISO 12402-2, ISO 12402-3, ISO 12402-4, ISO 12402-5, ISO 12402-6, and ISO 12402-8
- ISO 12402-7: Materials and components
- ISO 12402-9: Test methods

ISO PWI 12402-1 is based on the latest versions of the current PWIs under development by the committee. All parts had been revised and shared via ISO Documents.

However, ISO 12402-7 and ISO 12402-9 have not been modified by the AHG; their content remains unchanged. Only ISO 12402-1 has been adjusted as the consolidated version, but the adjustments are of an editorial nature and do not introduce any technical changes.

ISO PWI 12402-1 transposes the requirements set out for Offshore Sailing Lifejackets in ISO 12402-6 precisely. In addition, ISO PWI 12402-1 incorporates all the changes that we proposed for PFDs for use in high-speed water sports including foiling craft, personal water craft and water skiing that may require impact protection. The relevant paragraph is:

X.8.5.2.2 Impact protection

Where PFDs are designated for impact protection, the PFD shall provide a minimum level of impact protection with a mean value of ≤ 9 kN and a single strike of ≤ 12 kN and shall be tested according to EN 1621-1:2012, EN 1621-2:2014 or EN 1621-3:2018. The impact performance value shall be marked on the PFD and included in the user information supplied by the manufacturer. Removable protectors are not allowed.

The requirements set out in EN 1621, which comprises the following parts need some thought as follows:

- BS EN 1621-1:2012

Motorcyclists' protective clothing against mechanical impact. Motorcyclists' limb joint impact protectors. Requirements and test methods

- BS EN 1621-2:2014

Motorcyclists' protective clothing against mechanical impact. Motorcyclists' back protectors. Requirements and test methods

- BS EN 1621-3:2018

Motorcyclists' protective clothing against mechanical impact. Motorcyclists' chest protectors. Requirements and test methods

Point 1: It is debateable the PFDs, either Buoyancy Aids or Lifejackets need limb/joint (shoulder, elbow, hip, knee, forearm, leg) impact protectors. In any case the transmitted force levels are far higher than those for front and back protection. ***It would be useful to hear what the committees/experts of World Sailing think?***

Point 2: The impact attenuation/protection requirements set out in the clause concerning impact protection in ISO PWI 12402-1 above is far higher than that the set out in the EN1621 Series which only requires the transmitted force for impact attenuation to be an average of 18kN with no value in testing exceeding 24kN. In this respect the lower the number the greater the degree of protection which may mean something so bulky that it would be impractical for sailors to wear. ***The International Regulations Commission's view is that if the numbers in EN 1621 are suitable for motorcyclists, they are suitable for sailors. Again, it would be useful to hear for other committees/experts!***

A Joint Meeting_of_ISO_TC188-SC1 and CEN-TC162-WG6_is to take place at DIN in Berlin from 24 to 28 November 2025 to take the consolidation forward and I shall represent WS.

4. ISO/DIS 1240

A Joint Meeting_of_ISO_TC188-SC1 and CEN-TC162-WG6 is to take place at DIN in Berlin from 24 to 28 November 2025 to take the consolidation forward, and Stuart Carruthers will represent WS.

Small craft — Deck safety harness and safety line — Safety requirements and test methods.

This ISO is of interest to WS because of the on-going discussion concerning the length of tethers. EN ISO 12401, which was supposed to advance to the DIS stage, was cancelled due to the expired deadline. However, the group is still actively working on it. This resolution aims to reactivate the revision directly at the DIS stage. The scope of the standard has not changed, but clause 4.1 has been reworded (new text in *Italics*) to read:

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 breakout indicator that expands the length after being subject to load, the maximum length of 2m 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.

The project is to be completed in 24 months. The DIS document is the latest draft with all the agreed changes from the last CD consultation.

Target Dates:

DIS submission: 2025-05

International Standard published: 2027-03

The Project Leader is Mr. Bernhardt Benjamin, Dipl.-Wirtsch-Inf. Who is chair of ISO TC188/SC1.

Stuart Carruthers

08 October 2025