

Conference Report  
ICOMIA Technical Committee  
Washington, D.C.  
June 4-5, 2003

This report highlights the technical committee meeting and work group meetings held at the Annual General Conference of ICOMIA, in Washington, D.C.

1. Sound assessment work group. This group met prior to the technical committee meeting to review the current and proposed sound requirements of the Recreational Craft Directive.
  - Formal review of the sound amendments has moved from IMEC to the ICOMIA Technical Committee. (Maybe IMEC feels that sound assessment is not an engine problem!)
  - The WG discussed the problems faced with creating the Reference Boat database.
    - ICOMIA supports the Reference Boat concept.
    - Central administration of the database is still needed.
    - The database needs a computer based comparison tool.
    - The database needs accessibility.
  - The Reference Boat database
    - We need uniform datasheets and we still need to determine and finalize all key parameters.
    - We anticipate that the notified bodies will be part of the database creation.
  - Reference Boat database administration
    - The database needs to be constantly maintained
    - The maintainer could be the ICOMIA secretariat, the EU commission, or a third party independent.
  - The Reference Boat database should be via the comparison method. The database will compare the parameters of a production boat with a reference boat.
  - Database accessibility would be through a website, or would be a paper database.
  - The WG recommended that ICOMIA be the administrator of the database for Reference boats.
  - The WG recommended that a boat manufacturer would have to provide input to the database in order to have access to it.
  - After much discussion the WG proposed that the actual database will not be directly accessible for a boat manufacturer. The RCD says that the database must be “published”. Therefore, a production cannot be compared to a reference boat unless the reference boat is published.
  - The WG hopes that data from the European Soundboat Project can be used to jumpstart the reference boat database, though the data from this project is currently confidential. The WG felt that boat manufacturers will be initially reluctant to submit data that may help their competitors.
  - Reference Boat procedure for Boat manufacturers
    - It will be web-based for public access.
    - ICOMIA will manage the website and own all the information in the database.
    - There will probably be a charge to a boat manufacturer to use the website to conduct a reference boat comparison assessment.
    - If a successful comparison is made, then a certificate will be issued. If the comparison is unsuccessful then the assessment report will list the parameter in variance.
    - The data of the reference boat will not be shown during the assessment.
    - The Commission will approve the assessment procedure and will accredit the ICOMIA process.
    - Technical Committee Action: Submit a proposal to the European Commission via ICOMIA Technical Committee to establish the Reference Boat protocol. Due by METS (November 2003). The proposal will also be sent to ISO WG28 for information. (This is the WG that is developing the Sound Assessment standards.)
    - It is hoped that the initial database will be established from the SoundBoat database; however, this idea still needs approval of all the boat builders taking part in SoundBoat.

2. ICOMIA Standard No. 39-94, Measurement of Duty Cycle Operator Sound Pressure Test
  - This sound test is used to measure onboard sound levels.
  - Two future ICOMIA projects could include how to measure sound in a boat and how to reduce sound in a boat.
  - The Technical Committee agreed that an ICOMIA onboard sound standard should be done by a Technical Committee subgroup, Chaired by Sam Behrmann of Volvo and Nik Parker of BMIF.
3. Design Category Work Group
  - The WG must define “self sufficient” and will recommend safety equipment.
  - The WG reviewed the matrix of parameters in each design category and debated the relevance of each item.
  - I argued that for design categories B, C, and D, we do not need additional parameters to be considered other than the weather.
  - For category A, the term “extended voyage” and “offshore voyages” need to be defined.
  - Range in miles (WG recommendations)
    - Power – 500 miles for A, 200 miles for B
    - Sail – 700 miles for A, 500 miles for B
    - Category C & D – No auxiliary power for sailboats.
    - Category C & D – Voyage duration will not be defined
    - For all Categories
      - Power vessels must have enough power to make way in the category weather conditions
  - For Category A vessels:
    - Must have fresh water
    - For displacement vessels, speed=.4Fr
    - For fast craft= Distance/70% max rpm, or service speed
    - Must carry enough fuel for range at service speed.
    - Must carry enough bunks for 50% rated capacity
    - Must carry enough seats for 100% maximum capacity (powerboats); sailboats are excluded from this requirement
    - Must have galley/pantry facilities
    - Must have head facilities
    - There is no requirement for navigation equipment
  - The WG must determine whether this should be written as a normative (required) standard or an informative standard.
4. ICOMIA Technical Committee Meeting Highlights
  - a. The Notified Body Survey subgroup submitted a report of modifications to the RSG Guidelines concerning NB inspector's surveys. The 2003 Guidelines has the start of this group's work.
  - b. The Surveillance Authorities (ADCO) will now be reviewing each Recommendation for Use developed by the RSG and will offer comments and/or approval. ADCO will now be looking at all legal issues while RSG will look at only technical issues. Action: NMMA will provide comments to the Rules of Procedures and the ADCO checklist.
  - c. The Emissions amendment to the RCD will be published as a separate document by the Commission. This will be adopted/approved by the member states by June 30, 2004. Requirements will be enforceable on January 1, 2005 and mandatory by December 31, 2005 for CI and 4T engines, and by December 31, 2006 for 2T engines. There is a question of whether engines can apply the directive prior to the required due date and be CE marked. The Technical Committee recommended that a list of national emission directives be published on the ICOMIA's website. It was noted that national directives may still be used up to January 1, 2006.
  - d. Sound testing issues

- A subcommittee was created to develop inboard (on board) sound requirements.
  - The reference boat concept was introduced to the Technical Committee. The reference boat database will be available on the web, but all data will be held confidential. Only boat builders who provide data to the database can use the reference boat for sound assessment. The assessment will be by comparison of a production boat to a reference boat. It is still not known who will maintain the database; it could be ICOMIA, the RSG, the Commission or a third party contractor. Funding for the entire program still needs to be determined (and found). The SoundBoat project will look into submitting their experimental database to the reference boat database. SoundBoat may propose an additional test be taken along with the reference boat comparison of parameters.
  - The Commission will be writing a point paper (CC Guidelines) on the emission directive. This project will be completed by summer 2004. Paul Handley, CEN consultant, may be contracted out to do this work.
- e. ISO standards –
- The last plenary meeting of TC 188 was held in Geneva, Italy, April 2003. About 53 standards are already in place. Ten standards are still in revision, three are in final draft and two are committee drafts. New standards include electrical steering, inflatables >8m, and handling characteristics for boats >8m. Scantling standards are still under revision. The next scantling WG meeting is later this month in Paris.
  - The Committee discussed a potential for an ICOMIA canoe and kayak standard. The committee may look at current national standards for viable adoption.
  - The committee collected all improvements and potential revisions, including missing sections, for all ISO standards. Question: what to do with this information? Send it to the Work Groups, TC188, the WG conveners? The committee decided to submit the proposed revisions during each standard's comment period.
- f. Navigation light standard –
- Currently the ISO standard is only supportive to COLREGS. Now the German delegation to the ISO WG has set out to write their own navigation light standard. The new CEN standard supports the marine equipment directive. The technical committee recommends that the ISO WG coordinate its efforts with the CEN WG. But how to do this? Another alternative is to separate the standard standards with the ISO standard being for recreational craft and the CEN standard for commercial craft and commercial lights. Currently the CEN WG has only German and Dutch members. Action: Propose a meeting with the CEN and ISO WGs to resolve the differences between the two draft standards. ICOMIA proposes:
    - ICOMIA membership on the CEN WG
    - A U.S. observer on the CEN WG
    - That the ISO WG reviews all informative annexes in the ISO standard.
- g. Inboard (onboard) Sound standard
- The technical committee will review a previous 1994 ICOMIA sound standard as a reference.
  - The committee will also look to the Soundboat committee for members of a work group to explore this issue further.
  - Need to be determined is comfort level sound.
  - RINA also has an inboard sound assessment standard to review.
  - The focus of the new work is to develop a standard for measurement of sound, not to develop design levels for sound (much like the sound assessment standards).
- h. Design Category Standard
- ICOMIA feels that the definition of design categories need to be expanded and better defined. The U.S. objected to further defining the categories and being too restrictive to builders, but pledged to work actively on the WG to resolve any issues.
  - Design category A is currently defined as a craft for extended voyages and being self sufficient. Both of these terms need to be defined themselves. What is meant by “offshore” voyage versus “extended” voyage?

- ICOMIA will create a matrix for all design category characteristics and will distribute to the members for comment. I suspect that the result may be an informative annex to an ISO standard.

I. Future ICOMIA technical committee projects include:

- Marine Safety Equipment
  - Compasses, electronic navigation equipment, etc.
  - The WG will look at all current legislation such as radar reflectors in Italy.
  - Action: All members to send a list all mandatory safety equipment and type of regulation to Jan Matthiesen. The list is to include all industry safety requirements.
- Super yacht regulations
  - Craft >24m is governed under SOLAS regulations. Most of these craft are under UK flag.
  - In Italy, craft legislation has been passed to classify recreational craft. Now Italy seems to be in competition with the UK for classifying these craft.
  - Should ICOMIA bring these codes together for a single code? Should ICOMIA partner with IMO to write a super yacht code? ISO standards don't seem to be the solution since there is no legislation that recognizes these standards.
- IEC (International Environmental Committee) proposals for the Technical Committee
  - Need to understand and define the life cycle of boats
  - All sewerage connections on boats should be standardized (!)
  - The IEC proposes that a joint work group be formed to address these areas

j. New Business

- New legislation has been proposed in Sweden to ban all PWC use

k. Next meeting to be held at METS 2003 in Amsterdam.