



# ICOMIA

INTERNATIONAL COUNCIL OF  
MARINE INDUSTRY ASSOCIATIONS

## ICOMIA Technical Bulletin

EDITION 2015: 1

### INTRODUCTION

A warm welcome to the brand new *International Council of Marine Industry Associations' (ICOMIA) Technical Bulletin* which provides industry stakeholders with a short summary of the current and upcoming technical matters affecting the recreational craft industry.

The ICOMIA Technical Bulletin will be issued biannually and is available to download, for free, from the [Icomia Online Library](#).

### SMALL CRAFT

#### THE RECREATIONAL CRAFT DIRECTIVE

A brand new Recreational Craft Directive (RCD) will become applicable from the 18th January 2016.

After this date the old Directive 94/25/EC (which was amended to become 2003/44/EC) will be repealed. There is a further one year transitional period during which certificates to both Directives will be accepted (until 18th January 2017) and there is also an extra period (till 18th January 2020) for small and medium-sized enterprises to comply with stage 1.

exhaust emission limits (power equal to or less than 15 Kw).

In order to prepare for the new Directive, ICOMIA and the European Boating Industry (EBI) collaborated on creating a comprehensive guide in which all the key changes to the essential requirements were highlighted and various informative links to further resources included.

The **RCD guide** is aimed at those manufacturers, distributors, importers (private and commercial) who intend to place recreational craft, marine engines and components, as well as personal watercraft on the EU market (including Iceland, Norway and Switzerland.)

It also contains useful information for the end-user who is often unaware of the processes involved in conforming to EU regulations.

The guide is available for free in pdf format as well as an Apple iPad app for purchase.

Further details can be found [here](#) or in the [ICOMIA Online Library](#).

### **DECLARATION OF CONFORMITY**

One of the requirements of the Recreational Craft Directive is that a signed **Declaration of Conformity** (DoC) accompanies the watercraft, component or engine when it is placed on the market. It is needed in order to show the product is in compliance with the essential requirements of the Directive and is normally included along with the Owners Manual and Technical Documentation.

One of the recent tasks of the ICOMIA technical committee has been to amend the DoC making it easier to complete and to remove certain ambiguities when completing the form.

A revised version, along with a brief instruction guide on how to fill in the DoC template, has recently been approved by the Administrative Co-operation Working Group (ADCO) members. These members form part of the National Authorities in the European Member States and are tasked with market surveillance duties.

The revised version still needs to be translated into the official languages of the EU as the DoC template is required to be in the language of the countries where the product is made available or put into service.

### **CRAFT IDENTIFICATION NUMBER (CIN) and BUILDER'S PLATE**

Specific details regarding how recreational craft should be marked with a CIN and Builder's Plate are found in the recently published ICOMIA/EBI Guide to the new RCD and the 'formal' text can

be found under ANNEX I, Part A, Point 2.1 and 2.2 of the new RCD (2013/53/EU).

In terms of the Builder's Plate requirements, manufacturers need to be aware that from 18 January 2017 they will need to add a contact address to the plate. This address needs to be a single point of contact, not necessarily where the manufacturer is actually established or within the EU, and may not be a website address.

### **DESIGN AND MANUFACTURING CONTRACT CHECKLIST**

ICOMIA has launched a checklist of items to be considered for inclusion into boat design and manufacturing contracts or agreements. The idea for this checklist came from discussions within the ICOMIA Technical Committee and it seeks to address the need for more comprehensive contracts or agreements between designers and boat manufactures as well as between owners, their representatives and boat yards.

Consultation took place through many different sectors of the marine industry including marine industry associations worldwide. The checklist helps address key areas that historically have resulted in disputes arising between various parties.

The concept of the checklist is not to be a legal contract template but rather a list of suggested items that should be thought through before work on a project begins.

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It's often difficult for the smaller sized boat manufacturers and designers to find the time as well as the required advice when dealing with new contracts and agreements and frequently the enthusiasm of starting a new project results in these contracts not fully covering all the necessary requirements.

Topics that are included range from listing of Specifications, Price and Payments, Acceptance, Liabilities/Warranties, Termination and Ownership. There is also a helpful list of recommended Appendixes which could be attached.

Visit the [ICOMIA Online Library](#) to download the checklist.

### ISO TC 188 SMALL CRAFT STANDARDS

The ISO Technical Committee 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).

One of the ways of showing conformity to the essential requirements listed in the RCD is to use **Harmonized Standards** – these are standards (mostly ISO) that are published in the Official Journal of the European Union (OJEU) and a full list is available [here](#).

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For further detailed information regarding the structure of ISO TC 188 as well as specifics of those standards currently under revision or amendment please download the [Icomia Small Crafts Standard Bulletin Edition 2](#). Edition 3. will be published shortly after BOOT Düsseldorf held 17th – 25th January 2015 and Edition 4. will be made available after the TC 188 Plenary meeting to be held in Gothenburg, Sweden from 22nd – 26th June 2015.

### GLOBAL CONFORMITY GUIDELINES

ICOMIA has drafted the **Global Conformity Guidelines** which help bridge the gap between ISO Standards (CE/Europe) and ABYC Standards (US Coastguard/USA).

These were created to provide a list of meaningful differences between the two standards so that it would be easier for European boatbuilders to export to the USA and vice versa.

These are available on our library but we are also currently reviewing all these to take into account recent amendments or revisions to both sets of standards. Those highlighted in bold below have been recently revised and we will be working on the remaining four in 2015:

1. **Fuel systems – Published July 2014 – Edition 5.**
2. LPG systems – Published Aug 2013 – Edition 3.
3. Electrical systems - Published Nov 2011 – Edition 3.
4. Windows, Portlights and Hatches - Published Nov 2011 – Edition 1.1
5. Powering - Published Oct 2012 – Edition 2.
6. **Man overboard Prevention - Published Dec 2014 – Edition 2.**
7. **Capacity Label – Published Sep 2014 – Edition 3.**
8. **Ventilation – Published Aug 2014 – Edition 2.**
9. **Field of vision – Published Nov 2014 – Edition 2.**

### LARGE YACHTS

#### ISO TC 8 SC 12 STANDARDS

The ISO TC8/SC12 (Ships and marine technology – Large Yachts) consists of eleven Participating Members and fourteen Observing Members with the Secretariat run by UNI in Italy. The Superyacht Builders Association (SYBAss), International Association of Classification Societies (IACS), ISO TC 35 (Paints and varnishes), ISO TC 188 (Small craft) and ICOMIA are all Liaison Members and the standards are divided into *four working groups*:

- WG 2:** Hull integrity and fire protection  
(Convenor = Mr Wolfgang Franzelius - GL)
- WG 3:** Deck Equipment – This working group is not currently active
- WG 4:** Mechanical systems – This working group is not currently active
- WG 5:** Finishing acceptance criteria and components to be installed on board  
(Convenor = Mr Thomas Marhevko - ANSI/USA)

In 2014 an Ad-Hoc Group was formed and is convened by ICOMIA. The purpose of this group is to examine additional new work Items that could be considered as proposed standards by TC 8/SC12.

#### **The following items are due to be discussed in more detail during the beginning of 2015**

*(Further proposals are welcome and can be sent via email to Patrick Hemp, Technical Manager of ICOMIA, patrick@icomia.com )*

- Comfort** (noise and vibration in particular) is sub-divided into three new categories:
  - Quality evaluation of interiors:** how to measure
  - How to measure the level of performance of sea keeping** (e.g. rolling)
  - Measurement of noise** (on-board) connected with legislation (SOLAS Regulation 3-12 Protection Against Noise)
- Elevators and lifting platforms** in large yachts
- Energy Efficiency**
- Design and construction of masts, spars**

### and rigging

- **Ice Class** (It was agreed to wait for Polar Code approval before starting any work)
- **Yacht Recycling**
- **Helipad Structures**

### INTERNATIONAL MARITIME ORGANISATION (IMO)

During 2014 the ICOMIA IMO representative and others within the secretariat attended the following events:

January – **Ship Design and Construction (SDC1)**. This Sub-Committee was formerly made up of Ship Design and Equipment (DE), Fire Protection (FP) and Stability and Load Lines and on Fishing Vessel Safety (SLF). The key issues that were focused on were the Polar code, the use of FRP in ship construction and stability.

February – **Pollution Prevention and Response (PPR1)**. This Sub-Committee was formerly made up of Bulk Liquids and Gases (BLG). The key issues that were focused on were Ballast Water Management as well as the impact on the Arctic of Black Carbon Emissions.

February – **Human Element, Training and Watch-keeping (HTW1)**. This Sub-Committee was formerly made up of Standards of Training and Watch-keeping (STW). The key issues that were focused on were the implementation of the Manila amendments to STCW 95, training requirements for ships operating in polar waters

and the development of a globally consistent format for certificate of training and education under STCW.

March – **Ship Safety Systems and Equipment (SSE1)**. This Sub-Committee was formerly made up of Ship Design and Equipment (DE), Fire Protection (FP) and Stability and Load Lines and on Fishing Vessel Safety (SLF). The key issues that were focused on were the development of requirements for on-board lifting appliances and winches and a goal-based approach to a framework of requirements for **Life-Saving Appliances (LSA)**.

March/April – **Marine Environment Protection Committee (MEPC 66)**. The key issues that were focused on were the recycling of ships as well as amendments to MARPOL Annex VI Tier III Regulation 13.

May – **Maritime Safety Committee (MSC 93)**. The key issues that were focused on were the adoption of amendments to mandatory instruments and passenger ship safety.

June/July – **Navigation, Communications and Search and Rescue (NCSR1)**. This Committee was formerly made up of Radio Communications and Search and Rescue (COMSAR) and Safety of Navigation (NAV). The key issues that were focused on were the harmonised guidelines on aeronautical and maritime SAR procedures and training, E-navigation, the Polar code as well as Guidelines on use of AIS.

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October – **Marine Environment Protection Committee** (MEPC 67). The key issues that were focused on were air pollution and energy efficiency – mandatory global system for monitoring and reporting fuel consumption, as well as noise from commercial shipping.

November – **Maritime Safety Committee** (MSC 94). The key issues that were focused on were the implementation of instruments and piracy and armed robbery.

Further detailed reports from the Committee and Sub-Committee meetings held at IMO are circulated to the ICOMIA Superyacht Division Committee members, *please contact ICOMIA for further information.*

A **Technical Guidance Note** relating to the application of MARPOL Annex VI Tier III Regulation 13 is available from the [ICOMIA Library](#).

### **ICOMIA is currently a member of two correspondence groups:**

(1.) A group that has been tasked with developing guidelines for the use of FRP composites on SOLAS vessels, in conjunction with the SOLAS regulation 17.Regulation II-2/11 –specifies requirements for ship structures to be constructed of steel or other equivalent material (any non-combustible material as defined in SOLAS Regulation II-2/3.43) and in

order to use FRP, Regulation II-2/17, “alternative design and arrangements” (Regulation 17), a risk-based design approach is required.

(2.) A group that will be reporting back during MEPC 68 on further technical and operational measures for enhancing energy efficiency of international shipping. Items discussed so far are ship data collection, Flag State functions in relation to the data collection and how a possible centralised database will be set up and maintained.

**Future editions of this Technical Bulletin will include any updates with regards to the activities of these groups.**

### **PASSENGER YACHT CODE**

The Passenger Yacht Code (PYC) is intended for yachts carrying between 12 and 36 passengers (with no lower or upper size limit) and the current fourth version of the PYC has no provisions for sailing yachts.

ICOMIA is supporting an initiative by SYBAss to expand on the intact stability for sailing monohulls research work that was completed by the Wolfson Unit for the third edition of the Large Yacht Code.

The PYC Working Group on Sailing Vessels has started drafting the requirements to be included in a new Chapter 14 of the PYC to meet the demand for sailing yachts carrying more than 12 passengers.

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Addendum1.

**The current status of ISO Standards under TC8/  
SC12 is as follows:**

<b>ISO 11208</b>	Windows and portlights - Security requirements	Withdrawn – could be revived in future to deal more specifically with owner privacy
<b>ISO 11209:2012</b>	Deck crane and access gangways strength requirements	Published - Sep2012
<b>ISO 11336-1:2012</b>	Design criteria, materials, framing and testing of independent glazed openings	Published - Sep2012
<b>ISO 11336-2</b>	Glazed opening integrated into adjacent structure (directly bonded to the bulkhead or shell), design criteria, structural support, installation and testing	Temporarily deleted. Re-instated by ISO CS?
<b>ISO 11336-3</b>	Quality assurance, installation and in-service inspection	Temporarily deleted. Re-instated by ISO CS?
<b>ISO 11347:2012</b>	Measurement and assessment of the visual appearance of coatings	Published - May 2012
<b>ISO 16556:2014</b>	Deck equipment -- Anchoring equipment	Published – Oct 2014
<b>ISO 14884:2014</b>	Weather-tight doors - Strength and weather-tightness requirements	Published – Sep 2014
<b>ISO 14885</b>	Diesel engines for main propulsion and essential auxiliaries - Safety requirements	Published – July 2014
<b>ISO 14886:2014</b>	Structural fire protection for FRP yachts	Published – Sep 2014 Up for immediate review
<b>ISO/AWI 19494</b>	Coatings: Exterior application process and inspection methods	CD stage after comments from TC35 addressed
<b>NWIP</b>	Preparation system for aluminium, composites and stainless steel materials	Draft to be discussed at BOOT with TC 35 input