Meeting Report
ISO TC 188 WG 28
Munich, Germany
October 2, 2003

Technical Committee 188 – Working Group 28

1. The meeting focused on discussions on the paper submitted by Uli Heinemann which recommended including a maximum wave height and a factor for restricted waters when doing the pass-by sound test. The work group also resolved the comments submitted by member states.

2. ISO (Committee Draft) 14509, Part 2, Sound assessment using reference craft, was recently sent to Geneva to be published as a DIS (Draft International Standard). It will probably be published by the end of 2003, and have a five month evaluation period.

3. Representatives from the European Soundboat project reported on the progress made in the project during the past year. 30 boats have already been tested and two dominant noise issues stand out, water noise and exhaust noise. It is expected that water noise can be accurately modeled. The project found that exhaust noise modeling will be much more difficult. A trend is for big boats with underwater exhaust systems to be noisier. It is hoped that project results are available and usable as comments to amend this DIS.

ISO 14509, Part 1, Measurement of airborne sound emitted by powered recreational craft

1. The WG focused on reviewing the new work item proposal submitted by Uli Heinemann, IMCI, for consideration of factors for maximum wave height and shallow water effect to be applied in the pass-by test for sound assessment. This item had been accepted as a new work item by member states, 13 yes votes and 1 no vote (Korea). The US voted yes.

2. The standard was revised to state that the depth and width of the water of the test course shall be appropriate to the size of the craft.

3. Tests should not be conducted when conditions of rain or other precipitation and/or wave motion or surf is too high for the size of the craft being tested. The requirement for the maximum height of wave in the test area was deleted.

4. The WG changed the maximum wind speed for test of planning boats from 5 meters/second to 7 meters/second.

5. Changed the definition of “stern drive” to any propulsion unit with the engine inboard and the transmission/drive unit located external to the hull. This allows for “s” drive propulsion units found on many European sailboats to be included in this standard.

6. Yamaha will provide the WG with data for verification of Table 4, Shaft power vs. boat weight.

7. The pass-by test shall be conducted with the craft at the performance mass (weight) as defined in ISO 8666.

8. The maximum speed of the pass-by test, 70 k/hr (about 43 mph) was given a tolerance of + or – 2 k/hr. Previously the standard had no tolerance, and in actual testing, numerous test runs had to be made just to hit the 70 mark.

9. Next Action: The committee draft will be distributed to the committee for comment.

New Business

1. ISO 14509, Amendment 1, has been sent to the secretariat for issuance of the FDIS.

2. The next meeting of this WG will be held after the WG receives the Soundboat report or as part of the TC188 plenary session in Paris, May 19-22, 2004.