

NATIONAL ASSOCIATION OF BOAT OWNERS

Minutes of Council meeting held on 9th September 1995

Present: J Darlington, Mrs M Darlington, S R Peters, P Ogden, N Parkinson, C Boxall, Mij Lambert, Nikki Timbrell, Phil Bland, N Hutchinson, P Sterry, C Boxall

Apologies: P Lea, Christine Potter, R Hancock

Minutes of last meeting: Were approved subject to a correction of the date of December meeting to be 9 December 1995.

Matters arising: Neil Hutchinson stressed that Item 10 had referred to marketing initiatives but decisions were now required to implement them.

Re new tent: P Sterry reported on an American tent which appeared suitable. He would ascertain the exact size and height and a future Council meeting would decide on it.

The remainder of the meeting from 10.45 am to 4.00 pm concentrated on consideration of the Boat Safety Scheme:

Boat Safety Scheme

A discussion took place based on information issued at the last Council meeting together with the latest proof copy of the "grey book" Boat Standards. The timescale for publication and consultation was seen as unrealistic. A copy of the revised grey book would be sent out to BW and NRA customers later this year.

Nigel Parkinson explained the provisions of the EC Small Craft Directive which will be optional from 16 June 1996 and mandatory for all new craft from 16 June 1998. The directive will apply to DIY-built boats built from 16 June 1998 and they may not be sold for a period of 5 years unless they bear a CE mark.

It was noted that the dates for introduction of the BSS were not the same for BW and NRA. there was no known explanation for this lack of harmonisation. It was also noted that BW had not consulted over the dates.

NP reported that surveyors/examiners anticipate a charge of approx £80 + travelling expenses to carry out a BSS examination at 4 year intervals.

A separate technical manual will be available price £40. BW will also provide free telephone advice. Council considered that the technical manual should be available for inspection free of charge at Waterway Offices. It was also suggested that extracts be published in the Newsletter as a service to NABO members. NP also offered to give free advice to members.

JD would investigate the cost and availability of the manual.
J.D.

Each paragraph of the proof boat standards booklet was considered in detail:

The introduction states that it is the owners' responsibility to maintain their boats so that they comply with the BSS requirements between examinations. It was considered that the wording should be clarified to read "...Boat safety scheme requirements current at the date of the last inspection".

It was noted that there is a complaints procedure detailed in the booklet.

The technical requirements could change in future as a result of the introduction of new EN or ISO standards and the consequent withdrawal of British Standards.

Craft bearing a CE mark under the EC Small Craft Directive would not require a BSS for 4 years from the point of sale.

It is still unclear whether boats which have obtained a BSS would require subsequent modification. This requires a clear statement.

Concern was expressed over the confusion of abbreviations, all of which should be given in full when first appearing in the text and also they should be in the glossary.

The technical sections of the BSS booklet were then considered with a view to obtaining exemptions in the interests of NABO members. A class of boats could be given exemption under the BW Act 1995. SRP stressed that craft used on rivers and coastal waters would have the greatest difficulty in complying or being modified. He also expressed disquiet over the situation whereby new craft are still being constructed and sold which do not comply in all respects with the BSS despite reassurances from the boating industry bodies.

SRP and JD would collaborate on the NABO application for exemptions.
S.R.P. / J.D.

NP would deal with suggested amendments and clarifications to the text of the BSS booklet.
N.P.

Concern was expressed that not all fire extinguishers presently sold on the marine market actually conform to the BSS requirements. This would be clarified and members informed in due course.

Hire boat standards were not considered as it was noted that the requirements were the same as those currently applied.

Nigel was thanked for the excellent work that he had done on the BSS advisory committee and for his patience during the meeting.