

## **REPORT FROM THE CHAIRMAN OF THE INTERNATIONAL REGULATIONS COMMISSION.**

This report covers the main points arising from the IR Commission meeting held on 01 Nov 14. The minutes will follow in due course.

### **1. International Maritime Organization**

Report on the IMO meetings attended by the Chairman and ISAF at IMO since the last meeting of the International Regulations Commission:

#### **i) Marine Environment Protection Committee (MEPC) 66 – 31 March – 4 April 2014.**

No issues of ISAF concern at the moment. The committee is mainly concerned with the spread of harmful aquatic organisms in ballast water, Greenhouse gas emissions and a rewrite of the Polar code.

#### **ii) Maritime Safety Committee (MSC) 93 – 12-23 May 2014.**

MSC noted that the number of worldwide piracy attacks had decreased and that no SOLAS ship had been hijacked in the western Indian Ocean area since May 2012 as a welcome result of the robust actions taken by the international naval forces in the region, the shipboard measures implemented by shipping companies, masters and their crews as well as the deployment of professional security teams. However, the Committee noted with concern the situation in the Gulf of Guinea which had not substantially improved as nine ships had been reported hijacked in 2012 and another nine ships had been reported hijacked in 2013. Regrettably these protection measures are not available to small craft.

#### **iii) Sub-committee on Navigation, Communication and Search and Rescue (NCSR) 30 June – 4 July 2014.**

NCSR is a new committee which combines the Navigation and Communication and Search and Rescue sub-committees. This was its first session. Points to note:

**BeiDou Navigation Satellite System.** The Sub-Committee considered the update provided by China on the status of BeiDou Navigation Satellite System and further information for consideration of recognizing BDS as a component of WWRNS. After some discussion related to the recognition of BDS, the Sub-Committee agreed that China had provided the necessary information and to advise MSC to recognize BDS as a future component of the WWRNS and approve a draft Assembly resolution to that effect.

**Iridium** MSC had considered matters related to the application of the Iridium mobile satellite system for recognition and use in the GMDSS and agreed to refer the matter to the NCSR Sub-Committee for evaluation. After an in-depth discussion, NCSR agreed to invite MSC to consider and decide on an independent body to produce a technical and operational assessment of the information of the proposal and provide a report to the NCSR Sub-Committee for evaluation.

**GMDSS.** NCSR is considering the definitions of Sea Areas A3 and A4 as more mobile satellite communication systems become available and an option of establishing separate sea areas

for satellite systems with regional (A5) and global (A6) coverage. There is a need to approve a definition of sea areas that is as simple and understandable as possible. NCSR also considered the need for further studies of AIS functionality for alerting purposes.

**World Radio Communication Conference matters.** NCSR endorsed the IMO position to be taken at WRC15 in 2015. This among other things will look at

- Retaining ‘leap seconds’;
- Regulatory provisions and spectrum allocations to enable possible new Automatic Identification System (AIS) technology applications and possible new applications to improve maritime radio communication;
- Homing signal characteristics for EPIRB required by SOLAS chapter IV.

**Other SAR Matters.** NCSR briefly considered the report of the twentieth session of the ICAO/IMO Joint Working Group and noted:

- The discussion with regard to AIS-SARTs and other devices using AIS technology, including AIS-MOB, and that proposals would be prepared for consideration by the next session of the JWG.
- Information provided by the United States on the termination of its shore based MF communications network from 1 August 2013.
- The discussion relating to Electronic Visual Distress Signalling Devices (EVDSD) and that a proposed way ahead would be prepared for consideration by the next session of the JWG.

#### **iv) Marine Environment Protection Committee (MEPC) 67 – 13-17 October 2014.**

No report as yet.

### **2. Piracy.**

The most recent published ISAF Guidance is at: [www.sailing.org/piracy](http://www.sailing.org/piracy)

A meeting is to be arranged with the Maritime Security Centre for the Horn of Africa in early December 2014 to update the guidance document, but essentially it remains the same i.e. do not voyage through the Gulf of Aden or Somali Basin.

### **3. International Standards Organization**

The OSR invoke several International Standards relating to safety equipment on-board a yacht, personal equipment and yacht structure and stability. The following ISO and EN standards (or draft standards) are mentioned in the Offshore Special Regulations:

<b>ISO standard</b>	<b>Subject</b>	<b>Special Regulation No.</b>
<b>8729-1</b>	marine radar reflectors	<b>4.10</b>
<b>8729-2</b>	marine radar reflectors	<b>4.10</b>
<b>9650</b>	liferafts	<b>Appendix A Part II</b>
<b>11812</b>	watertight & quick draining cockpits	<b>3.09</b>
<b>12401</b>	deck safety harness (also published as EN 1095)	<b>5.02</b>
<b>12402</b>	Personal Flotation Devices	<b>5.01</b>
<b>12215</b>	hull construction standards	<b>3.03</b>
<b>12217-2</b>	assessment of stability and buoyancy	<b>3.04.4, 3.05</b>
<b>15085</b>	guardlines (lifelines) trampolines, nets, stanchions, hooking points	<b>3.14, 3.15</b>
<b>17339</b>	sea anchors	<b>4.27</b>

<b>EN standard</b>	<b>Subject</b>	<b>Special Regulation No.</b>
<b>394,399</b>	lifejacket accessories	<b>5.01</b>
<b>396</b>	lifejackets	<b>5.01</b>
<b>1095</b>	deck safety harness (also published as ISO 12401)	<b>5.02</b>
<b>1913-1-3</b>	immersion suits	<b>5.07</b>

Part 2 of the stability standard – ISO 12217 – has been published but has not yet been harmonised for the EU Recreational Craft Directive. Due to the number of errors that the Standard contains, it is currently being amended and it is likely that it will be reviewed and revised.

The scantling standard series – ISO 12215 – consist of 10 parts most are due for systematic review during 2017. Part 7: Scantling determination of multihulls and Part 10: Rig loads and attachments are currently being drafted and should be available by February 2015.

ISO 11812:2001 - Watertight cockpits and quick-draining cockpits – is still in draft and will be available for Working Group discussion at BOOT in Dusseldorf 2015.

ISO 15085:2003 - Man overboard prevention and recovery – has been redrafted and will be available for its first enquiry on 04 Dec 14 for 3 months

ISAF has successfully argued its case for an Offshore Sailing Lifejacket to be recognised as an enhanced use lifejacket and to be included in Part 6 of the lifejacket standard.

A performance standard for LED navigation lights will be available in the first half of next year.

#### **4. EU Recreational Craft Directive.**

A new EU Recreational Craft Directive effective from 18 January 2016 introduces a number of new and/or additional essential safety requirements which will affect the construction of production craft that are intended to be put into use in the EU Market; the major changes are:

- a) **View from the helm.** The new RCD now states that the main steering position shall give the operator, under normal conditions of use (speed and load), good all-round visibility on all craft. Previously this was restricted to engine driven craft.

b) **Man overboard.** The new RCD now states that Watercraft shall be designed to minimise the risks of falling overboard and to facilitate reboarding. Means of reboarding shall be accessible to or deployable by a person in the water unaided.

d) **Boat design categories.** There is now no geographic reference, however, the RCD states that a boat given design category A is considered to be designed for winds that may exceed wind force 8 (Beaufort scale) and significant wave height of 4 m and above but excluding abnormal conditions, **such as storm**, violent storm, hurricane, tornado and extreme sea conditions or rogue waves. This has been interpreted as meaning that boats no longer have to be designed to cope with F10.

e) **Buoyancy and flotation of multihulls.** All habitable multihull recreational craft susceptible of inversion must have sufficient buoyancy to remain afloat in the inverted position.

f) **Escape from inverted multihulls.** All habitable multihull recreational craft susceptible of inversion must be provided with viable means of escape in the event of inversion. Where there is a means of escape provided for use in the inverted position, it must not compromise the structure, the stability or buoyancy whether the recreational craft is upright or inverted.

## 5. Regulatory Information from EU

Red Diesel and the legality of its use in the UK is still an issue. The matter is to be decided by the EU Court of Justice.

Roadworthiness Regulations will impose tests for boat trailers according to size and load. The RYA has argued successfully for tests not to be applied to simply dinghy trailers where the overall load is less than 750Kg.

There are plans for extensive Wind Farms in the North Sea. However, as yet each European country sets its own rules for sailing through them. This is both confusing and dangerous and the European Boating Association is trying to reach consensus on the issue.

Stuart Carruthers

5 Nov 14