



The International Regulations Commission met at 09:30 – 13:40 hours on Friday 4 November 2011 at the Caribe Hilton Hotel, San Juan, Puerto Rico.

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Present:

Stuart CARRUTHERS (GBR) - Chairman

Michael STOLDT (GER) – Vice Chairman

Paddy BOYD (CAN/IRL)

Glauco BRIANTE (ITA)

Adrienne CAHALAN (AUS)

Ken KERSHAW (GBR)

Abraham ROSEMBERG (BRA)

Apologies:

Joseph MELLINO (USA)

Carl GERSTROEM (DEN)

Jean-Bertrand MOTHES-MASSE (FRA)

Others Present:

Simon FORBES (Technical and Offshore Manager)

Henry THORPE (Technical Co-ordinator)

Norbert MARIN (Technical Co-ordinator)

Dave IRISH (ISAF Vice President)

Jason SMITHWICK (Head of Technical and Offshore)

1. Opening of the Meeting

Stuart Carruthers, the new Chairman opened the meeting by welcoming the members and observers.

2. Minutes of the Previous Meetings

(a) Minutes

The minutes of the International Regulations Commission meeting of 5 November 2010 were noted. Glauco Briante proposed corrections of: 'delete '9m' insert '10m' to the boat length mentioned under Item 2(c), last paragraph on page 2 and to the spelling of 'Scuola Vela'. The corrections were made and the minutes were then signed as a true record of the meeting.

(b) Minutes - matters arising

There was a discussion on the value of the collection of data on the number of recreational craft in each country.

3. International Maritime Organization (IMO)

(a) Reports were received from the Chairman on IMO meetings attended since the last International Regulations Commission meeting:

- i) BLG 15 – 7-11 February 2011 (Sub-Committee on Bulk Liquid and Gases) and MEPC 62 – 11-15 July 2011 (Marine Environment Protection Committee).

The main concern in these meetings had been the IMO correspondence group preparing guidance for minimizing the transfer of invasive aquatic species as biofouling (hull fouling) for recreational craft. The Committee received a draft of the document.

MEPC 62 passed a resolution on guidelines for the control and management of ship's biofouling. The guidelines for small craft remain as a separate document. BLG in January 2012 should finalise the document for approval at MEPC 63 in February 27 2012. These meetings will need to be monitored to maintain the current situation.

Paddy Boyd felt that ISAF should formally comment on the terminology used in the diagrams at the end of the document. It was agreed that 'Burley Bucket' and 'Marlin Board' were not internationally recognised terms.

Michael Stoldt proposed an amendment to the section headed: "What influences the amount of biofouling on a craft?", last paragraph after "craft's speed" insert "manoeuvrability".

It was agreed that the document should be adopted as ISAF policy and posted on the Environment section of the ISAF Website.

- ii) COMSAR 15, 7-11 March 2011 (Sub-Committee on Radio Communications and Search and Rescue).

The Chairman explained that two existing Maritime Safety Committee (MSC) circulars had been merged and redrafted into an updated 'Basic Safety Guidance for Yacht Races or Oceanic Voyages by Non-Regulated Craft.' The original document being merged with Telemedical Advice Service document to produce the document received by the Commission. The Chairman advised that the paper will go forward to the Maritime Safety Committee (MSC 90) in May 2012.

The Commission members commented on the references to 'rowing' and 'yacht races' and noted that there was no mandatory requirement to use the ISAF Offshore Special Regulations.

Noting the comments on the scope of the document it was agreed that the Chairman would review it and make further comments to be circulated to the Commission before forwarding the comments to COMSAR.

- iii) NAV 56, June 2011 (Sub-committee on Safety of Navigation)

The Chairman reported that there was discussion on the resilience of the GPS system.

Offshore Renewable Energy Installations

In European waters the proliferation of wind farms might deny large areas of the sea to safe passage. The construction operations, the height of the rotor tip above sea level, and whether boats may sail through or have to avoid these areas is gaining attention at IMO. There is concern that these installations affect freedom of navigation outside shipping lanes particularly in the area between Germany Belgium, France, Netherlands and UK.

Some countries under UNCLOS Art 60 (United Nations Convention on the Law of the Sea) have imposed an exclusion zone of 500m. If the spacing between pylons is 1000m this creates a no-go area. In the case of Belgium with a short coastline their wind farm will be orientated on a diagonal from the shore to the limit of their territorial waters.

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Michael Stoldt noted that Germany had under the European Economic Zone rights permitted access to vessels up to 24m, under circumstances including wind less than Force 6, more than 1000m visibility in daytime. The Deutscher Segler Verband are under negotiations to permit passage through these wind farm areas at night.

The Chairman noted that in UK waters, vessels less than 24m are not prohibited from navigation through wind farms, irrespective of wind speed or visibility. There are requirements regarding minimum depth of obstructions, minimum rotor height above Mean Low Water Springs and minimum spacing between towers. He also noted that there are no non-pan European agreements on these issues.

iv) MEPC 62 (Marine Environment Protection Committee)

(Main subject minuted under BLG 15 above). The Chairman reported that other matters discussed were Green House gas emissions from ships in relation to Kyoto2 protocol.

(b) Future IMO meetings

i) Michael Stoldt felt it would be helpful to circulate to the Commission members the 2012 IMO Program (attached as Appendix 1) and information on agenda items which affect the sport of sailing.

Glauco Briante felt that a tremendous amount of work was being done by the ISAF at IMO team, but that few people were aware of it.

The Chairman said that he would circulate the draft ISAF position on issues that were on forthcoming agendas. He highlighted the IMO documents website and that Commission members should contact him regarding access codes. He also noted MNAs should seek to attend their Maritime Authority liaison meetings.

ii) COMSAR 2012

The Chairman noted that a review of the scope of GMDSS (Global Maritime Distress Safety System) may lead to a review of the whole system and its procedures. He felt there was pressure to move away from terrestrial systems.

Paddy Boyd felt that 90% of Search and Rescue incidents were alerted by non-satellite sources and the Chairman felt that 90% would be from within 30 miles of the coast. Paddy Boyd felt a move to reliance on satellite technology could be a real threat to inshore users.

iii) MSC 2012

The Chairman felt that the biggest watching brief would be the work on Virtual Aids to Navigation. These AIS (Automatic Identification System) aids to navigation are intended to be displayed as a virtual marker on a screen. However this assumes that your AIS 'engine' recognises and decodes the AIS sentence. Certain types of AIS message strings can only be decoded by Class A AIS sets.

Adrienne Cahalan felt that a move to reliance on virtual aids, and the removal of physical aids to navigation would be a challenge to the on board electronics of many boats.

(c) Piracy

It was noted that ISAF Danger of Piracy document was updated in July.

www.sailing.org/33542.php The document was renamed as a warning notice. The Chairman considered the denial of navigation unacceptable. Advice is that the pirates were operating over an extended season from bigger mother ships with an

extended range. The Volvo Ocean Race had also re-arranged the second leg due to the activity of the pirates.

4. International Standards Organization - ISO

Ken Kershaw reviewed ISAF's input into the development of ISO Standards. Over ten years ago ISAF was represented on the Scantlings Working Group through RYA and European Boating Association (EBA) channels. A couple of years ago ISAF was granted formal observer status to the relevant working groups. Ken noted that he retired 2 years ago and this year he resigned from ISO Working Groups, he does still receive the paperwork but does not read it and he should no longer be regarded as up to date.

(a) ISO 12217 Small Craft - Stability and Buoyancy

- i) Part 1 sailing boats under 6m has been reissued with no changes of substance.
- ii) Part 2 sailing boats over 6m, the changes are not substantial, a screening value has been introduced within the standard, regarding righting moment energy. This would affect yachts of the Min Transat (6.5m) style, some of which would pass the new requirement. Most of this type of boat do not satisfy the previous requirements.

(b) ISO 12215 Small Craft Hull Construction Standards

- i) Parts 1-6 are well established, Part -7 multihulls is in development. Part 9 – Sailing Craft Appendages should be adopted formally very soon. Part 9 is used by the ISAF Building Plan Review scheme, there has been some revisions relating to fatigue, to which Germanischer Lloyd have made good contributions.

(c) ISO 9650 – Small Craft – Inflatable Liferafts

Ken Kershaw noted that unlike recreational craft and their equipment, liferafts are not subject to regulation in Europe or USA. Potential owners need to seek out if the liferaft has been built in accordance with the standard, which may include looking for quality assurance logos from known testing houses.

Ken Kershaw noted that ISAF had already in one area(OSR) set requirements for building plan approval for yacht construction, in saying that a list of testing houses were to be used, and this could also be done in the case of liferafts.

Jason Smithwick felt that governments had not appointed Notified Bodies to undertake plan review of liferafts.

The Chairman summarised that it should be noted as a problem, action should be made to start to tackle the problem. He also noted that a proposed servicing standard had not been adopted.

(d) Pyrotechnic Distress Flares

The Chairman reported that no developments have been made in response to suggestions to harmonise the design of pyrotechnic distress flares. He felt that ISAF's wishes would only be a small pebble in a large pond and that it might be fruitful to pursue a move away from pyrotechnics. The Offshore Special Regulations mandate their carriage.

David Irish felt that many sailors were afraid of pyrotechnic distress flares, the opportunities to practice with them were rare and he looked forward to a post-flare period.

Adrienne Cahalan noted that in the Rambler 100 Fastnet Race incident, access to distress flares would have been a good way to summon help from the passing yachts.

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Paddy Boyd felt that in 20 years involvement with the lifeboat service, he could only recall one incident triggered by a distress flare. However they still remain part of the rescue alerting package.

Ken Kershaw noted that the rescue of the capsized yacht 'Hooligan V' in 2007 had been due to the use of distress flares.

The Chairman concluded that alternatives to pyrotechnic flares should be studied and that ISAF will not pursue pyrotechnic distress flares as an ISO work item.

(e) Passive Radar Reflector standard – ISO 8729-1:2010

It was noted that a new passive radar reflector standard had been published in 2010.

Noting that the Offshore Special Regulations (OSR) mandate the carriage of a passive radar reflector and refers to the previous ISO standard there was a discussion regarding two submissions to amend the OSR.

The Chairman noted the 2007 report by QinetiQ 'Performance investigation of marine radar reflectors on the market'

www.maib.gov.uk/cms_resources.cfm?file=/Radar%20reflectors%20report.pdf

The Chairman's view was that there were no passive radar reflectors on the market of a size appropriate for a small yacht which complied with the new ISO 8729-1:2010 standard.

Ken Kershaw noted that ISO does publish high standards to encourage manufacturers to develop suitable equipment.

The Chairman's view was that the small craft marine industry is unlikely to go into production with a passive reflector that would cost around £2,500. He also noted the issue of low reflection of S-Band radar.

(f) ISO 15085 'Man-Overboard Prevention and Recovery'

The Chairman noted that there are plans in TC188/WG3 to specify tighter requirements for man-overboard recovery systems so that a person sailing solo could get back on board. The requirements include a step 600mm below the waterline.

ISO 15085 is invoked by the essential safety requirements of the EU Recreational Craft Directive, future boats may need to be built with this feature.

Dave Irish said that J/Boats provide this feature as standard on some models.

Ken Kershaw highlighted that re-boarding compliance would be more of a problem in small keelboats such as Dragon / Elliotts 6 / Soling.

A consensus was not reached by the Int. Regs. Commission on whether this proposed requirement should be opposed.

5. Regulatory Information From Regional and other Organisations

(a) European Boating Association

The Chairman noted that in September 2010, Sentinel submitted a proposal to the EU for a study on the possible impact of extending in the E.U., Security measures to ships which do not fall within the scope of SOLAS Chapter XI/2 and the ISPS (International Ship and Port Facility Security Code)

(b) Australia

Adrienne Cahalan noted that the Australian States are working on harmonisation of requirements.

6. Any Other Business

There being no further business the meeting closed at 13:20.

Attachments:

Appendix 1 – Programme of IMO Meetings for 2012

Programme of IMO Meetings for 2012

Name of the Meeting	Session number	Date
Sub-committee on Bulk Liquids and Gases (BLG)	16	30/01/2012 – 03/02/2012
Marine Environment Protection Committee (MEPC)	63	27/02/2012 – 02/03/2012
Sub-committee on Radio-communications and Search and Rescue (COMSAR)	16	12/03/2012 – 16/03/2012
Maritime Safety Committee (MSC)	90	16/05/2012 – 25/05/2012
Sub-committee on Safety of navigation (NAV)	58	02/07/2012 – 06/07/2012
Marine Environment Protection Committee (MEPC)	64	01/10/2012 – 05/10/2012
Maritime Safety Committee (MSC)	91	26/11/2012 – 30/11/2012

*Source: www.imo.org