



The International Regulations Commission met at 09:30 – 13:00 hours on Friday 2 November 2012 at the Royal Marine Hotel, Dun Laoghaire, Ireland.

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Present:

Stuart CARRUTHERS (GBR) - Chairman
Michael STOLDT (GER) – Vice Chairman

Glauco BRIANTE (ITA)
Paddy BOYD (CAN)
Ken KERSHAW (GBR) (part of meeting)

Apologies:

Joseph MELLINO (USA)
Carl GERSTROEM (DEN)
Adrienne CAHALAN (AUS)

Jean-Bertrand MOTHES-MASSE (FRA)
Abraham ROSEMBERG (BRA)

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

The Chairman opened the meeting by welcoming committee members and observers..

2. Minutes of the Previous Meetings

(a) Minutes

The minutes of the International Regulations Commission meeting of 4 November 2011 were noted and signed as a true record.

3. International Maritime Organization (IMO)

(a) IMO Meeting Reports

i) BLG 16 – 30 Jan -1 February 2012 (Sub-Committee on Bulk Liquid and Gases)

The Chairman reported that the main ISAF concern in these meetings had been the Guidance for minimizing the transfer of invasive aquatic species as biofouling (hull fouling) for recreational craft. There had been no opportunity to comment further on the paper after the November 2011 meeting. He considered that the document was good enough.

ii) MEPC 63 – 27 Feb – 2 Mar 2012 Marine Environment Protection Committee)

The Chairman noted that MEPC skipped over a discussion on Biofouling as their focus was on greenhouse gas emissions and trading emission schemes. Michael Stoldt questioned whether greenhouse gas emission regulations would affect recreational craft as he understood it was related to the fuel used by ships. Stuart noted that pollution from ships was a major concern in ports such as Rotterdam. He thought that they might be a spin off from discussions on renewable energy and carbon emissions which might affect larger recreational craft and possibly under MARPOL IV. (Marine Pollution-Sewage).

Michael Stoldt noted Germany enacted a law this year to ratify the Ballast Water Convention, but that sufficient worldwide support has not yet been reached.

- iii) COMSAR 16 – 12-16 March 2012 (Sub-Committee on Radio Communications and Search and Rescue).

The Chairman reported that the UK maritime authority will be taking the lead in a major review of the Global Maritime Distress and Safety System (GMDSS) in February/March 2013. There is a need for a coherent review of how AIS (Automatic Identification System) is now doing more than when it was introduced, such as detection from space and man overboard devices. AIS homing devices, PLBs (Personal Locator Beacons), quasi-SART (Search and Rescue Transponders) have been developed for the recreational market but there are no rules and guidelines within the search and rescue framework. Issues such as what does the device transmit ?, what MMSI (Mobile Maritime Security Identity) does it show ?, are worrying search and rescue people and the matter is getting more attention.

There will also be a look at older technology such as NAVTEX (Navigational Telex) which some consider obsolete. Airwave frequency bands are being sold off as duplex frequencies are no longer needed, which in some countries will lead to new VHF frequencies becoming available.

- iv) MSC 90 – 21- 25 May 2012 (Maritime Safety Committee)

The Chairman reported there were no proposals of particular relevance at MSC 90.

MSC 91 will be held (26-30 November) and Long-Range Identification and Tracking (LRIT) will feature heavily on the agenda.

- v) NAV 58 – 2-6 July 2012 (Sub-Committee on Safety of Navigation).

The Chairman reported there was debate on Aids to Navigation, as electronic charting becomes the primary method of navigation and data is received from satellite, the question is raised as to how to mark dangers in the sea. Conventional navigational aids such as lighthouses, lightships and navigation buoys are expensive and funded by taxation on shipping and by national states.

He noted that the UK and Ireland lighthouse authorities already have a program of reducing physical aids and turning off lighthouses.

The Chairman felt that the general direction is that in future the availability of paper charts, on a scale useful to recreational craft, will not be so good or will be very expensive. He noted that the UK Hydrographic Office have withdrawn a range of recreational charts due to the switch to digital. A lot of Class B AIS sets cannot interpret all the information now available.

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Paddy Boyd felt that in practice a lot of recreational sailors had moved over to electronic charts. As an observer, Jens-Erik Hansen had the impression that many sailors felt that electronic charts were more reliable than paper charts.

Paddy Boyd questioned whether Virtual Aids to Navigation (AtoN) are generated centrally rather than locally ? The Chairman noted that AIS AtoNs are generated locally but satellite AtoNs would be updated centrally.

vi) MEPC 64 – 1-5 October 2012 (Marine Environment Protection Committee).

The Chairman reported that this meeting ratified the 'Guidance for minimizing the transfer of invasive aquatic species as biofouling' (hull fouling).

(b) Piracy

It was noted that the most recent published guidance by ISAF regarding Piracy off Somalia is available here: www.sailing.org/piracy

The Chairman noted that the three and half months from July 2012 to mid-October had seen no attacks by pirates. This may be attributed to the south-west monsoon season and the increasing presence of armed guards on commercial shipping.

The lack of pirate activity had prompted some cruising rally organisers to question whether the area had been brought under control and whether it was now safe to make the trip from Thailand to Suez Canal.

Since mid-October there have been a number of attacks on smaller ships. The advice is still don't travel through this area.

The Chairman advised that he had been invited to a meeting at the end of November with EU Naval Force HQ at Northwood, UK to receive an update on the situation.

4. International Standards Organization – ISO

(a) ISO 12217 – Stability and Buoyancy

The Chairman noted that voting had just ended on amendments to the standard.

Ken Kershaw noted that there was a submission SR11-12 to amend the Offshore Special Regulations in relation to stability criteria for race categories. The submission proposal refers to data used by IRC and ORC Rating Rules, whilst the OSR apply to more types of racing. His view was that it was probably ok to change the OSR to just refer to the ISO requirement.

(b) ISO 12215 – Scantlings

There is an amendment regarding a computer software program to ISO 12215-5 Hull construction and scantlings -- Part 5: Design pressures for monohulls, design stresses, scantlings determination. Part 9 Appendages was approved in March, Part 10 Rig Loads and Attachments will be at committee draft stage at a meeting in November at METS Marine Trade Show(NED). Part 7 – Multihull Scantlings is at an early draft stage.

(c) ISO 16180 – Navigation Lights - Installation, placement and visibility.

An ISO standard 16180 has been developed for the placement of Navigation Lights on small craft. The Chairman noted that this standard had progressed to an almost fully-published status with a lot of significant errors. ISO standards that ISAF have an interest in, do require a fair degree of monitoring. A standard (EN

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14744) is also under development for LED Navigation lights, with a final vote due by the end of 2013.

(d) TC 188/SC1 – Personal Safety Equipment

Ken Kershaw noted that TC 188/SC1 – Personal Safety Equipment covers personal floatation devices. There is on-going debate as to whether PFD crotch straps, to prevent the bladder from going over the head, are mandated or advisory. There is a case for a better way of holding the bladder down but there are some objections that the solution is crotch straps. There are also different opinions as to whether the crotch straps should just hold the bladder down or be able to keep the combined harness from pulling over the head. The Offshore Special Regulations specify ISO 12214-3 Offshore (level 150) and deck harness ISO 12401. 12403-3 is not specifically for yachtsmen. It is also used by workers in rivers, sewage industry etc. In Germany the use of a crotch strap is banned for workers on inland waterways. 12403-Part 6 is for 'Special Services' variations produced for groups such as fire-fighters (which are resistant to flames and cinders), special services (who do not want the reflective patches). ISAF could be proactive and push for a draft standard for offshore yachtsmen. This could be put in part 6, so that other interest groups would not be concerned, and there could then be a standard that meets the specific needs of yachtsmen.

Ken Kershaw considered that regarding the Norwegian Sailing Federation submission SR08-12 and the 8 incidents cited in the reasons, all but one pre-date the ISO Standard. The Lion fatal incident in July 2011 involved a combined PFD and deck harness, where the casualty was towed in the water at 6 knots for 3 minutes. The casualty was retrieved back on board using the harness D-ring. It is not clear whether the crotch straps were in use. The inflatable collar was in front of the face, so the PFD was not done-up tight enough as specified by the manufacturers. The industry is also developing a new ISO PFD with a combined fall-arrest harness for workers servicing wind farms.

Stuart Carruthers noted Ken's comments, and felt that they should be discussed with the Offshore Special Regulations Sub-committee so that ISAF can sort out what it wants to change and to be quite clear about its requirements.

Paddy Boyd noted that professional rescue services do not rely on the kit being worn by the casualty. They use a lifting sling. The crotch strap on a PFD is to hold the buoyancy down and not for use in recovering from the water. The OSR specify that a PFD shall have crotch straps, it is for the individual to decide whether to wear them. Paddy Boyd questioned why would the average sailor need a fall-arrest harness?

Stuart Carruthers questioned: Is there a problem here that needs solving? Ill-fitting kit that is not personally fitted. He noted that Portsmouth University were looking at the case for crotch straps and there is a lack of empirical evidence. There is anecdotal evidence that it is good to fit crotch straps, it is an educated choice. He noted that there is an ISO meeting regarding 12402-3 in the first quarter of 2013 to discuss amendments to deal with the riding up of a PFD and to ensure a better fit.

Paddy Boyd noted that there is a Canadian and US group looking at lifejacket standards. Voting is underway at the moment with a view to harmonizing N.A. standards with ISO standards.

David Irish noted that EU equipment was good gear, but is not legal in United States. So sailors are left with the choice of good gear that is not legal, or legal gear that is not good. Ken Kershaw noted that UL, a US testing authority is making changes and is represented on ISO TC188 Working Group SC1.

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It was noted that Technical Committee 188 – Small Craft is now chaired by Thomas Marhevko (USA). Liferrafts have now been merged with the Inflatable Boat working group. There are still outstanding questions regarding a standard for Liferaft servicing.

5. Regulatory Information From Regional and other Organisations

(a) European Boating Association

i) Recreational Craft Directive

Stuart Carruthers noted that one of the concerns of the EBA was regarding the new proposals on the EU Recreational Craft Directive related to the post construction assessment. He had written to voice concerns on the burdensome proposals for a boat in the USA to be imported without a CE plate. The new proposals were due to lack of market surveillance by governments. He considered the proposed solution placed too much burden on the private importer (individual boat owner). As a result of an EBA meeting, he wrote to the EU and is now back in dialogue.

The RCD categories are being amended to remove the geographical limits, and these are being changed to significant wave height and wind force:

Design Category	Wind Force (Beaufort Scale)	Significant wave height ($H^{1/3}$, metres)
A - 'Ocean'	Exceeding 8	Exceeding 4
B - 'Offshore'	Up to, and including , 8	Up to, and including, 4
C – 'Inshore'	Up to and including, 6	Up to and including, 2
D - 'Sheltered waters'	Up to, and including, 4	Up to and including, 0.3

ii) North Sea(GBR) Wind Farms

The EBA are monitoring the issue of North Sea wind farms as the design and construction methodology will differ from one territorial sea to another.

iii) Driving Licence

Paddy Boyd questioned if the boat driving licence issue will develop. Stuart Carruthers noted that this issue was being led by the tax related to the use of red diesel.

(b) Great Lakes – USA

David Irish reported that the invasive species Asian Carp was causing concern on the US Great Lakes. Asian Carp have breached the electrified fish barrier on the Chicago Sanitary and Ship Canal. Also of concern in the US, is the Quagga mussel which is thought to have been introduced into the Great Lakes by ballast water discharge from ships. He noted that there were even proposals to stop 'salt water ships' from entering the Great Lakes.

6. Any Other Business

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There being no further business the meeting closed with the presentation of certificates at the end of the four-year committee membership term.

Attachments:

Appendix 1 – Programme of IMO Meetings for 2012

Programme of IMO Meetings for 2013

Name of the Meeting	Session number	Date
Sub-committee on Radio-communications and Search and Rescue (COMSAR)	17	21 – 25 January
Bulk Liquid and Gasses (BLG)	17	4 – 8 February
Marine Environment Protection Committee (MEPC)	65	13 – 17 May
Maritime Safety Committee (MSC)	92	12 – 21 June
Sub-committee on Safety of navigation (NAV)	59	2 – 6 September

*Source: www.imo.org