

## **MINUTES - INTERNATIONAL REGULATIONS COMMISSION**



A session of the International Regulations Commission of the International Sailing Federation was held at 0930 – 1330 on Friday 3<sup>rd</sup> November 2006 at the Scandic Grand Marina Congress Centre, Helsinki, Finland.

*Please refer to the ISAF website, [www.sailing.org](http://www.sailing.org) for the details of the supporting documents.*

### **CONTENTS**

1.	Minutes of the Previous Meeting	1	5.	Windfarms	5
2.	International Maritime Organisation (IMO)	1	6.	Regulation information from regional organisations	5
3.	International Standards Organisation	4	7.	Strategic Plan	5
4.	International Certificates of Competency	5	8.	Any Other Business	6

#### Present:

Alan Green (Chairman)	Ken Kershaw
Ignacio de Ros Sopranis (Vice Chairman)	Jean Lemoine
John Crebbin	Michael Stoldt
Bruce Eissner	

#### Apologies:

Glauco Briante

#### Others Present

	Dave Irish (ISAF Vice President)
Simon Forbes (ISAF Technical Manager)	Henry Thorpe (ISAF Technical Coordinator)

## **1. MINUTES OF THE PREVIOUS MEETING**

### **(a) Minutes**

The minutes of the International Regulations Commission meeting held on the 4<sup>th</sup> November 2005 were signed as a correct record. There were no matters arising not otherwise covered on the agenda.

## **2. INTERNATIONAL MARITIME ORGANISATION (IMO)**

- (a) A report was received from the chairman on IMO meetings attended by the ISAF representatives since the last meeting of the commission :
- (i) Mobile phones - In a significant change of heart IMO recognised that mobile phones can be of use in maritime distress.
  - (ii) LRIT - Long Range Identification and Tracking. LRIT is now mandatory for all SOLAS (commercial) ships over 65 feet long. Protocols are virtually complete deciding which agencies may have access to LRIT data. There is no sign of a move to include small craft in the scope of LRIT but ISAF considers it important to watch developments closely as small craft have been identified as potential terrorist vehicles.
  - (iii) HARTS - A delegate to IMO from Singapore's MPA (Maritime Port Authority) reported that HARTS (Harbour Transponder System) was now installed in all small craft in Singapore Harbour so that using mobile phone technology with GPS, the harbour authority could continuously see the positions of small craft in the harbour. It was stated that the aim of HARTS

was to improve harbour security. No further details at present. The Vice-Chairman volunteered to draft a paper on this subject for consideration at the next meeting.

- (iv) NAVTEX - In the eastern Mediterranean an offer to establish a new station in Northern Cyprus was declined in the absence of technical justification. NAVTEX continues to be an important means of publishing MSI (maritime safety information).
- (v) AIS SART - A research project was reported early in 2006 in which an SART (Search and Rescue Transponder) would emit signals on VHF in AIS mode. This seemed attractive to the ISAF delegation as it would be detectable to all craft carrying AIS, including AIS class B which should not be very expensive.
- (vi) Environmental status of shore power - Presently a big ship issue In order to limit air pollution from on-board generators a move was begun to require all ships in port to connect to shore power. But it was also accepted that some shore power generating plant is environmentally very dirty, and that new ships' equipment is superior.
- (vii) Recycling of ships - At present attention is focussed on major and primitive ship-breaking facilities on the shores of the Indian sub-continent. Recycling there is dangerous to the operators and harmful to the environment. ISAF working with RYA's Green Blue team will acquire data on the lifecycle of typical leisure craft so that we can be prepared to manage the challenges on recycling which will inevitably be addressed at small craft in future.
- (viii) VHF 16 ISAF obtained a re-iteration from both the IMO secretariat and some national government agencies that VHF 16 will be maintained by SOLAS ships and most shore stations as a voice distress and calling channel for the foreseeable future.
- (ix) Registration of 406 EPIRBs There are still difficulties with some national administrations who will only register a beacon if it has an MMSI (a ship's identification number) eg Germany. ISAF aims to promote the US approach whereby every registration is welcome, even by a private individual.
- (x) TSS - In 2006 new traffic separation schemes were installed in or approved for the North Sea, the waters off Bornholm and also off northern Norway. ISAF was not aware of any objections from any of the small craft interests in these areas but has begun a checking process to ensure that small craft interest groups including especially ISAF Member National Authorities, are consulted by the national administrations wishing to install such a scheme.
- (xi) AIS Close Collision Alarm - A proposal was made at IMO to incorporate a collision warning alarm in AIS. ISAF was prepared to contest this on the grounds that it would encourage ship watchkeepers to leave the bridge on "automatic" and depend on an alarm to warn them if attention was needed. However a sufficient body of opposition was made for the proposal to be dropped.

The use by small craft of AIS class B is considered by some delegations at IMO to be a desirable way forward in reducing risk of collision. Meanwhile errors had occurred in AIS data transmitted by some ships. Wrong transmissions were misleading and potentially dangerous, and underlined the importance that no single source of information should be taken by a navigator as being correct without independent verification. Efforts were under way to eliminate errors from AIS transmissions.

- (xii) Navigation Light technical specifications - Some changes will be made to allow for LED technology. In a separate technical review paper from one country the implication was made that the minimum bulb power acceptable under COLREGS is 20 watts. This error was pointed out by ISAF and the proposals in the paper were not approved.
- (xiii) Galileo - Performance standards are in preparation and the first satellite launched. Within a few years Galileo and GPS should both be available world-wide as complementary navigation systems.
- (xiv) GESAMP - *The Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection* A report to MEPC 55 included the stunning estimates that between 375,000 and 1.12 million tonnes of hydrocarbons are emitted into the air and water from outboard motors per annum in the US alone. Awareness of these figures in the US resulted in legislation to bring these emissions under control. By 2006 2-stroke motors on sale in the US had emissions 75% less than that of older motors. 2-stroke motors are the worst small engine offenders but the emissions of 4-stroke engines will not escape scrutiny. Dave Irish highlighted that the more environmentally-friendly ethanol-enriched petrol has been found to turn to gel in some instances.
- (xv) Proposed Code of Practice on the antifouling of small craft. A proposal to IMO MEPC55 by Friends of the Earth International for a Code of Practice could easily have led to legislation. The proposal was contested by ISAF who received approval from MEPC to work with FOEI and other interested parties in preparing draft guidelines (an accepted form in IMO for a voluntary system) for small craft, to be presented to IMO in July 2006. ISAF received strong support from the RYA and its GreenBlue programme in this matter and drafting work has begun.
- (xvi) Organotin - MEPC55 received evidence that the AFS (Anti Fouling System) Convention for ships, banning the use by ships of TBT (organotin) antifouling was only so far ratified by 16 states. The Convention will enter into force only when 25 States representing 25% of the worlds shipping gross tonnage, have appropriately responded to the Convention. Small craft in the UK by law ceased using TBT in 1998. Meanwhile the EU has issued a Directive on the lines of the Convention.

### (b) Other IMO issues

Arising from these discussions for further future investigation/discussion were the following additional items:

(i) IMO Search and Rescue Fund

A request is to be put to the ISAF Executive for funds to donate to the IMO Search and Rescue Fund. The fund has already enabled the establishment of an MRCC (Maritime Rescue Coordination Centre) for the East Coast of Southern Africa, in Tanzania. The Executive will be asked to consider also inviting donations to the fund in the name of ISAF from MNAs, and commercial sponsors of oceanic events.

(ii) Antifouling Paint

It was reported that Denmark will ban the use of biocides in anti-fouling paint in 2009. The removal of old antifouling paint using underwater 'vacuum' (suction) systems to capture the scrapings had not met with success.

(c) MNA Action

All MNAs were contacted by the ISAF Secretariat in September and the chairman had asked for feedback on the following:

- (i) A proposal from FOEI to MEPC for the adoption of a code of practice regarding the management of antifouling on hulls
- (ii) Details of the national register if any 406MHz EPIRBs, PLBs or ELTs without an MMSI vessel identity were refused registration.
- (iii) If there was a Traffic Separation Scheme (TSS) in the national area to state whether the MNA had been consulted when the TSS was drawn up. Not all MNAs had replied. A table of replies is attached as Appendix 1.

### 3. INTERNATIONAL STANDARDS ORGANISATION

(a) Quick Release Harnesses

A copy of the July draft of the ISO standard for Quick release system for trapeze harness was received. Ken Kershaw reported that it had undergone two re-drafts since July. He considered that it would be an ISO standard by 2008.

(b) Stability Standard

Ken Kershaw reported that the standard for large multihulls was under review to more accurately account for windage at high heel angles.

(c) Scantling Standard

The final draft standard of 12215 part 5 on scantlings has been submitted for adoption. Ken Kershaw highlighted its relevance to the Offshore Special Regulation Sub-Committee.

(d) Personal Protective Equipment

Ken Kershaw noted PFDs (lifejackets etc.) are now referred to as "Level 50, Level 100, Level 150" etc instead of "50 Newton, 100 Newton and 150 Newton" etc.

(e) Liferafts

The Liferaft ISO standard Part 1 Type 1 Offshore is equivalent to the ISAF standard with four amendments. ISO standard liferaft Part 2 is an inshore liferaft. Servicing of valise-packed liferafts is an issue with the Offshore Special Regulations Sub-Committee at the moment.

(f) ISAF Observer Status at ISO

Agreed, subject to checking the cost and benefit, that ISAF should apply for status as an international organization in liaison with ISO TC188 (small craft). A budget would be needed to pay for costs of a delegate or delegates to attend relevant meetings. The chairman will discuss and progress this matter with the Executive.

(g) Accessibility of Standards

It was noted that EU Recreational Craft Directive refers to over 60 standards and the access to this information was essential. Ken Kershaw proposed means by which this might be facilitated via the Royal Yachting Association.

**4. INTERNATIONAL CERTIFICATES OF COMPETENCY**

It was also noted that a number of charter companies were beginning to require ICC.

**5. WINDFARMS**

Michael Stoldt highlighted in German waters the navigation exclusion zones created for windfarms and the potential congestion caused when there is only a 2 nautical mile gap between Traffic separation Schemes and the windfarm. Alan Green agreed to discuss the matter with the IMO Secretariat.

**6. REGULATION INFORMATION FROM REGIONAL ORGANISATIONS**

(a) European Boating Association

The EU biocide directive which is due for implementation in 2010 was highlighted.

(b) Reports from regions

It was noted that Caribbean have a regional organisation which should be contacted for a report on developments .

**7. STRATEGIC PLAN**

Mike Stoldt gave a verbal report on Objective 9 of the Strategic plan – Environment which had been passed to the Executive Committee. Of particular note were the Green Blue initiative in Great Britain [www.thegreenblue.org.uk](http://www.thegreenblue.org.uk) and the 10 Golden Rules environmental campaign of Deutscher Segler-Verband (10 Goldene Regeln für das Verhalten von Wassersportlern in der Natur).

**8. ANY OTHER BUSINESS****(a) International Lifeboat Federation**

The organisation formally known as the International Lifeboat Federation has changed its name to the International Maritime Rescue Federation IMRF. The chairman had been invited to request consideration be given to ISAF seeking associate membership. The commission appreciated the invitation but decided not to seek membership. However liaison should be maintained (IMRF, like ISAF, has consultative status at IMO).

**(b) Members of Commission**

There is a need for representation from all the regions of the world. At present the commission only has members from Europe and the USA. The chairman will discuss this with the Executive before the next annual conference.

**(c) IMO MSC 82**

The Chairman reported that he would attend MSC 82 in Istanbul in early December and had been allocated a lunchtime slot for a presentation about ISAF. He will be supported by the President and Executive members of the Turkish Yachting Federation and also the commission vice president Ignacio Ros de Sopranis and ISAF at IMO delegation member Stuart Carruthers. He would show DVDs of the Volvo Ocean Race, give a background on offshore and ocean sailing, and distribute copies of the Offshore Special Regulations.

**(d) Single Handed Sailing**

At the Cyprus annual conference 8-16th November 2002 the International Regulations Commission had drafted a paper, accepted by the Executive, defining ISAF's position on single-handed offshore racing. The commission understood that the Executive had decided to review the position and wished to be involved in the review together with the Oceanic Sub-Committee, Offshore Special Regulations Sub-Committee and Offshore Committee.

There being no further business the meeting closed at 12:45

**Table of Abbreviations**

AIS	Automatic Identification System
COLREGS	Collision Regulations
ELT	Emergency Locator Transmitter
EPIRB	Emergency Position Indicating Radio Beacon
FOEI	Friends of the Earth International
GPS	Global Positioning System
LED	Light emitting diodes
MEPC	IMO Marine Environment Protection Committee
MMSI	Maritime Mobile Service Identity
MSC	IMO Maritime Safety Committee
NAVTEX	automated medium frequency direct-printing service for delivery of navigational and meteorological warnings and forecasts

PLB	Personal Locator Beacons
SOLAS	Safety of Life at Sea
TBT	tributyltin

**APPENDIX 1****Item 2(c) – INTERNATIONAL MARITIME ORGANISATION****Questionnaire to MNAs**

1 Please see the attached papers from Friends of the Earth International coming up at IMO (International Maritime Organization) meetings starting on 9th October 2006 in London. I anticipate that ISAF will support the idea of a code of practice but will wish to review with FOTI the technical basis and the form of words to be used in any final document. I would see this task being completed in time for Marine Environment Protection Committee (MEPC) 56 in March 2007. Agree\_\_\_\_Disagree\_\_\_\_\_

2 TSS (Traffic Separation Schemes) have been established in various parts of the world. There is a consultation process which should involve all users. Could you please state:  
There is a TSS in this MNA's area: Yes/No  
If yes, this MNA was consulted: Yes/No  
If yes, the proposals of this MNA were incorporated: Yes/No

3 EPIRBs and PLBs. Does the appropriate government department in your country:  
-have a beacon registration database? Yes/No  
If yes, do they:  
-accept a registration only if you have an MMSI? Yes/No  
-accept a registration for any type of beacon provided you give your name and address? Yes/No

**Summary of MNA's responses**

	<b>Question1</b>	<b>Question2</b>	<b>Question 3</b>
<b>American Samoa</b>	Agree	Do not know	Do not know
<b>Jamaica</b>	Agree	No	Unanswered
<b>South Africa</b>	Agree	No	Yes/Yes/No
<b>Argentina</b>	Disagree	No	Yes/Yes/Yes
<b>Switzerland</b>	Agree	No	No
<b>Andorra</b>	Agree	No	No
<b>Ireland</b>	Agree	Yes/Not sure	Yes/No/Yes
<b>Australia</b>	Agree	Yes/No/No	Yes(406 only)/Unknown/Unknown
<b>USA</b>	Agree	Yes/Unsure/	Yes/No/Yes
<b>Cyprus</b>	Unanswered	Unanswered	No

**End**