The International Regulations Commission met at 09:30 – 13:00 hours on Saturday 1 November 2014 at the Melia Palas Atenea Hotel, Palma de Mallorca

Please refer to the ISAF website www.sailing.org for the details of the submissions on this agenda/referred to in these minutes.

1. Opening of the Meeting
   The Chairman opened the meeting by welcoming committee members and observers.

2. Minutes of the Previous Meeting
   (a) Minutes
   The minutes of the International Regulations Commission meeting of 9 November 2013 were noted and signed as a true record.
   (b) Minutes Matters Arising
   There were no matters arising not covered elsewhere on this agenda.

3. International Maritime Organization – IMO
   Reports were received on the IMO meetings attended by the Chairman and the ISAF at IMO team since the last meeting of the International Regulations Commission:
   (a) MEPC 66 – 31 March – 4 April 2014 Marine Environment Protection Committee
   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 from ships and a rewrite of an international code of safety for ships operating in polar waters.

   Michael Stoldt spoke on the subject of the IMO Guidance Notes for minimizing the transfer of invasive aquatic species as biofouling (hull fouling) for recreational craft (MEPC.1/Circ.792). He hoped that its status would remain as guidance notes, but highlighted that he was fully aware that the environmental protection lobby is trying to force the guidance notes to be made mandatory. The Deutscher Segler Verband is opposing legislation that is planned to apply to the Wadden Sea National Parks (DEN,
GER, NED). The European Commission is looking at introducing invasive aquatic species regulations and will look at making the IMO Guidance mandatory.

(b) MSC 93 – 12-23 May 2014 (Maritime Safety Committee)

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 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. Regrettably these protective measures are not available to small craft. However, MSC 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.

(c) NCSR 1- 30 June – 4 July 2014 Sub-committee on Navigation, Communication and Search and Rescue

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:

i) BeiDou Navigation Satellite System (BDS). NCSR received the update provided by China on the status of BDS and further information for consideration of recognizing BDS as a component of the World Wide Radio Navigation System (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 IMO Assembly resolution to that effect.

As an observer, Chuck Hawley, questioned whether non-GPS systems would be more resilient to spoofing? The Chairman felt that this would not be the case.

ii) Iridium - MSC had considered matters related to the application of the Iridium mobile satellite system for recognition and use in the Global Maritime Distress and Safety System (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. It was noted that the Iridium system has better polar latitude coverage and the INMARSAT system has better equatorial latitude coverage. If the two systems could work seamlessly together it would provide better global coverage.

iii) 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.

Adrienne Cahalan asked whether the ramifications of who responds to an A6 distress call had been addressed? She noted that Australia and Chile cover large zones.

iv) 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.

v) Other Search and Rescue (SAR) Matters. NCSR briefly considered the report of the twentieth session of the International Civil Aviation Organisation (ICAO)/IMO Joint Working Group (JWG) and noted:

- The discussion with regard to AIS-SARTs (Search and Rescue Transponder) and other devices using AIS technology, including AIS-MOB (Man Overboard), 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 (Medium Frequency) 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.

(d) MEPC 67 – 13-17 October 2014 Marine Environment Protection Committee) Report not yet received.


(a) The ISAF April 2014 ISO/TC188 Small Craft Liaison Report was noted.

(b) The Chairman’s Report of the June 2014 ISO/TC188 Plenary Meeting was noted. The list of items discussed was:

i) JWG 1 Electric propulsion system – [It was noted that this standard had recently failed its 3rd Information vote at DIS level.]

ii) WG 3 Cockpits, deck fittings and rigging parts (man overboard)

iii) WG 9 Main dimensions of the craft and identification of the hull

iv) WG 12 Fire protection

v) WG 13 Operator’s manual, terminology and symbols

vi) WG 18 Scantlings

vii) WG 19 Navigation lights

viii) WG 24 Field of vision from helm position

ix) WG 25 Maneouvrng speed and powering

(c) Developments regarding stability standards. – ISO 12217

Part 2 of the stability standard – ISO 12217 – has been re-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.

(d) Developments regarding the scantling standard – ISO 12215

The scantling standard consists 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.
(e) The introduction of a new EU Recreational Craft Directive effective from 18 January 2017 was noted, the major changes and the impact on ISO Standards are:

i) 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.

ii) Man overboard. The new RCD now states that watercraft shall be designed to minimise the risks of falling overboard and to facilitate re-boarding. Means of re-boarding shall be accessible to or deployable by a person in the water unaided.

iii) 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 force 10.

Paddy Boyd noted that the rest of the world was affected by the ISAF Offshore Special Regulations, and Canada had submitted a proposal to give race organisers guidance in a list of stability standards. He noted a trend that manufacturers display on a yacht’s CE plate, multiple design categories relating to the number of people on board, which he felt was confusing and not a good approach. He also noted a number of cases of races in North America, which for whatever reason smaller and less stable yachts can race, e.g. a J/24 can do offshore races.

As an observer, Chuck Hawley noted that stability has several facets: ‘stiffness’, resistance to capsize and survivability – will the yacht right itself and sail on.

Jason Smithwick noted that the new ISO stability standard looks at energy in the righting moment curve.

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

v) 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.

(f) Developments regarding personal flotation devices - ISO 12402 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. (See Special Regulations Sub-committee minutes for more details).

Paddy Boyd noted that considerable work had been done to harmonise the US Coastguard standards with ISO, labelling will also be changed. Sail Canada has representatives on the group working on this.

(g) 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.

(h) 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
(i) ISO 9650 – Liferafts
The Chairman noted that there may be an opportunity soon to develop a Part 4 – Servicing. The SOLAS world deals with servicing correctly, and the feeling is now that a similar regulation/provision for liferaft servicing to be properly covered by an ISO standard should be created.

(j) Pyrotechnic distress flares
The Chairman felt that consideration was needed as to whether the carriage of non-pyrotechnic methods of distress alerting (that conform to COLREG Annex IV appropriate to OSR race category), and a robust non-pyrotechnic means of indicating location, provide an adequate level of safety and are acceptable as an alternative to pyrotechnic flares. The Chairman noted that no matter what OSR might require, both now and in the future, flag state regulation takes precedence in terms of type and number of pyrotechnic signals carried.

As an observer, Chuck Hawley noted that there was little data on how many rescues each year are alerted by pyrotechnics, perhaps the current regulations are perpetuating an old technology.

It was observed that more flares are required by the OSR for longer distance races, when generally there is less chance that flares will be spotted by others.

5. Regulatory Information From Regional and other Organizations
(a) European Boating Association
   i) EU Directives
      - Invasive Aquatic Species – the EBA are working to ensure their arguments are robust when opposing those that believe recreational boats are spreading invasive aquatic species rather than a victim.
      - Red Diesel - the legality of rebated red diesel use for recreational boats 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 Royal Yachting Association has argued successfully for tests not to be applied to simple dinghy trailers where the overall load is less than 750Kg
   ii) Offshore renewable energy
      There are plans for extensive Wind Farms in the UK 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.

6. Reports from Commission Members
(a) Australia
   Adrienne Cahalan noted that access to Marine Parks was restricted and in the case of races which use protected islands as turning marks, this raises issues of the distance-off that yachts round the island and that yachts are required to notify the authorities when entering a Marine Park.

   The recreational boat license system is being reviewed moving from a state system to a national system.
The Australian Navigation Act 2012 came into effect on 1 July 2013. One of the obligations is to remove any ‘footprint’ you have left at your cost, which in the case of a wrecked yacht could be very expensive.

(b) Canada

Paddy Boyd commented that a current issue is that many schools have pleasure craft and a new Code may consider them commercial craft with implications for the qualification of operators.

The Canadian Coast Guard are proposing to reduce the Navigation Aids on the east coast, through reduction of buoyage in less travelled areas.

7. **Any other Business**

(a) Flag State relationship with ISAF Member National Authority

As an observer Eleni Matzaridou asked how ISAF could give input to Flag States?

The Chairman replied that the IMO meetings provide an opportunity for the ISAF at IMO team to meet the experts from the Flag States.

Eleni questioned what should be done in the case when there was a discrepancy between the regulations of an EU flag state and the E.U. Regulations.

Paddy Boyd advised that it was up to local Member National Authority to develop relations with the local Flag State Administrators. The ISAF at IMO team can help with this.

Michael Stoldt noted that as Flag States don’t generally have experts for sailing recreational craft, the MNA can provide the expertise.

(b) US Coastguard

As an observer, Chuck Hawley noted a requirement for an Emergency Location Beacon (ELB) carriage for all U.S. recreational vessels operating beyond three miles offshore. He noted that the Coastguard had no authority to require a VHF radio, if the vessel had an ELB.

There being no further business the meeting was closed at 1252.
9. Appendix 1 – Programme of IMO Meetings for 2015*

<table>
<thead>
<tr>
<th>Name of the Meeting</th>
<th>Session number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-committee on Navigation, Communication and Search and Rescue (NCSR) ex (COMSAR &amp; NAV)</td>
<td>2</td>
<td>9 – 13 March</td>
</tr>
<tr>
<td>Marine Environment Protection Committee (MEPC)</td>
<td>68</td>
<td>May 11 – 15</td>
</tr>
<tr>
<td>Maritime Safety Committee (MSC)</td>
<td>95</td>
<td>1 – 5 , 8 – 12 June</td>
</tr>
</tbody>
</table>