1. Opening of the Meeting

The Chairman welcomed commission members and observers to the meeting. Noting the proposed World Sailing governance changes, if approved then this may be the last meeting of the International Regulations Commission.

2. Minutes of the Previous Meetings

(a) Minutes

The minutes were noted of the International Regulations Commission meeting of 27 October 2018 (circulated and approved after the meeting). The minutes can be downloaded at www.sailing.org/meetings

(b) Minutes - matters arising

There were no matters arising not covered elsewhere on this agenda.

2. International Maritime Organization

(a) Reports were received on the IMO meetings attended by the Chairman and the ‘World Sailing at IMO Team’ (David Brunskill and Alan Green were thanked for their support) since the last meeting of the International Regulations Commission. The Chairman noted that in the past the International Regulations Commission had been involved at IMO on issues such as Security of non-SOLAS Vessels, Anti-fouling and Ballast Water. Over the last few years the work of IMO has been dominated by Convention-Ship Construction, Ship Design Efficiency, Greenhouse Gas Emissions. On these subjects it is difficult for World Sailing to be seen to be contributing to the general debate. Currently there are items developing of relevance to recreational craft.

Commission members were reminded that IMO documents are available through imodocs website and that they should ask the Chairman for access credentials.

i) The World Sailing Periodic Report to IMO submitted February 2019 was noted.

ii) MEPC 73 – 22- October 2018 and MEPC 74 – 13- May 2019 (Marine Environmental Protection Committee)

The summaries of MEPC 73 and 74 were noted. One of the main issues relevant to World Sailing is The International Code for Ships Operating in Polar Waters (Polar Code) under discussion as to how it can be applied to non-SOLAS ships, meaning small fishing vessels and recreational craft. Currently compliance with OSR Cat 0 is recommended and preparation for long periods awaiting rescue. There is a push to
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tighten up the requirements for carriage of communication equipment and voyage planning which are enshrined in Chapters 9, 10 and 11 of the Polar Code.

The transfer of invasive aquatic species has seen The Ballast Water Convention and the Guidelines for Recreational Craft and antifouling paints under scrutiny. It was noted that the Bern Convention advises the EU Commission and there is a tension between ‘No toxic antifouling’ v ‘the avoidance of Invasive Species as hull growth’.

The Chairman felt that it would not be long before Underwater Noise became a work item at MEPC. The Helsinki Convention countries are concerned. This may impact on items such as depth-measuring echo sounders.

Superyacht representatives were looking for exemptions from the tighter emissions regulations. Payment for the provision of Port Waste Reception Facilities and shipping containers lost overboard were also discussed.

iii) MSC 100 – 3- December 2018 and MSC 101- 5 June 2019 (Maritime Safety Committee).

The summaries of MSC 100 and 101 were noted.

As far as the Maritime Safety Committee, the developments in Autonomous Shipping [including unmanned ships] are being considered. Four levels of autonomy have been classified, basically from some minor automation to full scale autonomous shipping. They have looked at the IMO Regulations as to what may have to be changed to accommodate autonomous ships, such as the collision regulations.

It raises questions as to how autonomous ships will detect small craft. Whether there will need to be a Traffic Separation Scheme (TSS) just for MASS.

iv) NCSR 6 – 16- January 2019 (Sub-committee on Safety of Navigation, Communication and Search and Rescue).

The summary of NCSR 6 was noted, including new TSS, Tele-Medical Services (TMAS), Polar Code, Communication Equipment, SOLAS Chapters III and IV relating to the modernization of GMDSS, Phasing out of Radar Search and Rescue Transponder (SART) in favour of AIS SART, revised performance standards for Emergency Position Indicating Radio Beacons (EPIRB) to allow 121.5Mhz homing signal in the EPIRB to be changed over to AIS detection.

The Chairman noted that regarding subsequent items relating to TSS, the question had been raised as to how a skipper would know if a TSS was a local one or if the TSS had been adopted by IMO. The issue being that if not an IMO-adopted TSS, COLREG 10 would not apply.

(b) Navigation Lights

A working paper was noted ‘Suitability of the rules for lights for modern yachts’ prepared for the Oceanic and Offshore Committee by Chris Oxenbould(Chair), Stuart Caruthers, Will Apold, Chuck Hawley and Stan Honey. Also noted Appendix 6, ‘Draft letter to IMO’.

(c) Traffic Separation Schemes(TSS)

i) Submission 165-19 was noted regarding Racing Rule of Sailing (RRS) 48.2

ii) Submission 166-19 was noted regarding a new RRS Appendix TS

(d) Marine Plastic Litter from Ships

The IMO correspondence group on the Development of a Strategy to Address Marine Plastic Litter from Ships was noted.
(e) IMO GloFouling Partnerships Project

It was noted that Dan Reading had represented World Sailing in the IMO Project whose objective is to build capacity in developing countries for implementing IMO and other relevant guidelines for biofouling management and to catalyse overall reductions in the transboundary introduction of bio-fouling-mediated invasive aquatic species.

(f) Piracy

It was noted that EUNAVFOR Maritime Security Centre for the Horn of Africa (MSCHOA), which was previously in Northwood, (GBR) has relocated to Brest (France) as part of the operational branch of the EUNAVFOR Headquarter located in Rota (Spain).

It was noted that MSCHOA have recently been in touch with World Sailing regarding reviewing and updating published guidance: www.sailing.org/piracy

3. International Standards Organization

(a) Annual World Sailing Report

The annual World Sailing report to the June 2019 ISO/TC 188 meetings was noted


12215-5: Design pressures for monohulls, design stresses, scantling determination
Part 5 is of interest because it is the basis for the World Sailing Plan Review Scheme. A new version has been published this summer, but within Europe it has not yet been endorsed by the European Commission which means that boat builders in Europe will still be using the old 2008 standard until such time as the 2019 standard is endorsed.

(c) ISO 12402 Personal flotation devices – Part 6 Special application lifejackets and buoyancy aids- Safety requirements and additional test methods

As far as the Offshore Sailing Lifejacket is concerned which will now be in Part 6 of the standard there is a delay in publishing the standard. This is because the parts that deal with inflatable lifejackets (the 150N and 275N) are being held up by a technical objection from Sweden because of the certainty of ensuring the inflator bottles are screwed-in, stay screwed-in and do not work loose. The Chairman believed that this would be resolved by the end of the year and that the standard will be published which includes the Offshore Sailing Lifejacket.

(d) ISO TC 188/SC1 Personal Safety Equipment

It was noted that British Standards Institute (BSI) have officially requested the revision on EN ISO 12401 Small craft Deck safety harness and safety line, Safety requirements and test methods. BSI had been contacted by the UK Marine Accident Investigation Branch to request the revision of EN ISO 12401 following the death of Mr Simon Speirs in a yachting accident in November 2017. The findings of the investigation have been shared with the CEN and ISO secretariat. MAIB have been invited to join PH/3/6 and participate in the revision of this standard.

If World Sailing wish to say anything about harness tethers and the mid-point hooks we might wish to look at that again.

(e) ISO 10862:2009 Small craft – Quick release system for trapeze harness

It was noted that the Racing Rules of Sailing 2021-2024 Rule 43 (c) has a rule to be
effective 1 January 2023 that a trapeze harness shall comply with ISO 10862.
It is not known what conformity assessment for may be applicable to ISO 10862, as quick
release trapeze harnesses are not written into the Personal Protective Equipment
Directive essential requirements and there are no testing modules to demonstrate
compliance.

4. Any Other Business

There being no other business, the Chairman closed the meeting at 1215.