Offshore Special Regulations

OSR 3.29. Communications Equipment, GPS, Radar, AIS

A submission from FFVoile

Purpose or Objective

1 To require a Class B AIS in MoMu0
2 To simplify the wording of OSR 3.29.12 and 3.29.13

Proposal

1 Delete OSR 3.29.12
2 Add Cat MoMu1,2 in OSR 3.29.13

<table>
<thead>
<tr>
<th>MoMu0</th>
<th>3.29.12</th>
<th>A class A AIS Transponder which either:</th>
</tr>
</thead>
<tbody>
<tr>
<td>MoMu01,2</td>
<td>3.29.13</td>
<td>an AIS Transponder which either:</td>
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<tr>
<td>MoMu0,1,2</td>
<td>a)</td>
<td>Shares the masthead VHF antenna via a low loss AIS antenna splitter; or</td>
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<td></td>
<td>b)</td>
<td>Has a dedicated AIS antenna not less than 38cm (15&quot;) in length mounted with its base not less than 3m(10&quot;) above the waterline and co-axial feeder cable with not more than 40% power loss.</td>
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Current Position

As above.

Reasons

1 Class A AIS use a lot of electricity.
2 Class A need to have a separate antenna because a splitter is not allowed in SOLAS (professionals refuse to install a splitter)
3 The weight of a 2nd antenna’s cable should affect the boat’s stability
4 Or install the VHF on a separate mast 3m above the water; which is not really good to have long range VHF transmissions
5 Cat 0 sail mainly where there is quite no boats, so the frequency is not busy (and OSR ask a class B in cat 1 or 2 sailing in big traffic areas). 
6 I would be better o have a good installation with a splitter on a Class B.

Note: This note does not concern Mu0, because emission with Class A at high speed is more frequent