JUNE 2011

100TH EDITION

TECHNICAL REPORT

INCLUDING MANUFACTURING AND ENVIRONMENT UPDATES

PROVIDING INDUSTRY GUIDANCE

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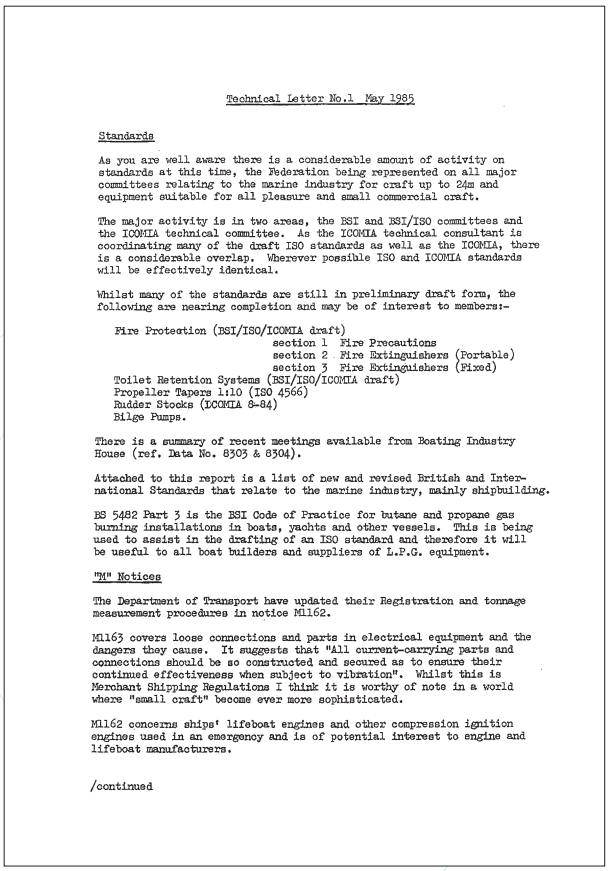
Contents

Welcome

It gives me great pleasure to welcome our members to the 100th Edition of the British Marine Federation Technical Report. The pioneer edition, which is set out below, was published in 1985 by Tom Nighy, the then Technical Manager. Industry statistics indicate that the UK Marine Industry had a total turnover of £394 million in 1985, compared to £3.6 billion today. However, this substantial long term growth has also been coupled with an increased level of regulatory complexity. In addition the recent recession, and associated difficult trading conditions, is continuing to put huge pressure on member companies so the Technical Department work continually to reduce, and mitigate against, the impact of any increased regulatory burden.



Technical Letter No.1 May 1985

Standards

As you are well aware there is a considerable amount of activity on standards at this time, the Federation being represented on all major committees relating to the marine industry for craft up to 24m and equipment suitable for all pleasure and small commercial craft.

The major activity is in two areas, the BSI and BSI/ISO committees and the ICOMIA technical committee. As the ICOMIA technical consultant is coordinating many of the draft ISO standards as well as the ICOMIA, there is a considerable overlap. Wherever possible ISO and ICOMIA standards will be effectively identical.

Whilst many of the standards are still in preliminary draft form, the following are nearing completion and may be of interest to members:-

Fire Protection (BSI/ISO/ICOMIA draft)
section 1 Fire Precautions
section 2 Fire Extinguishers (Portable)
section 3 Fire Extinguishers (Fixed)
Toilet Retention Systems (BSI/ISO/ICOMIA draft)
Propeller Tapers 1:10 (ISO 4566)
Rudder Stocks (ICOMIA 8-84)
Bilge Pumps.

There is a summary of recent meetings available from Boating Industry House (ref. Data No. 8303 & 8304).

Attached to this report is a list of new and revised British and International Standards that relate to the marine industry, mainly shipbuilding.

BS 5482 Part 3 is the BSI Code of Practice for butane and propane gas burning installations in boats, yachts and other vessels. This is being used to assist in the drafting of an ISO standard and therefore it will be useful to all boat builders and suppliers of L.P.G. equipment.

"M" Notices

The Department of Transport have updated their Registration and tonnage measurement procedures in notice M1162.

M1163 covers loose connections and parts in electrical equipment and the dangers they cause. It suggests that "All current-carrying parts and connections should be so constructed and secured as to ensure their continued effectiveness when subject to vibration". Whilst this is Merchant Shipping Regulations I think it is worthy of note in a world where "small craft" become ever more sophisticated.

M1162 concerns ships' lifeboat engines and other compression ignition engines used in an emergency and is of potential interest to engine and lifeboat manufacturers.

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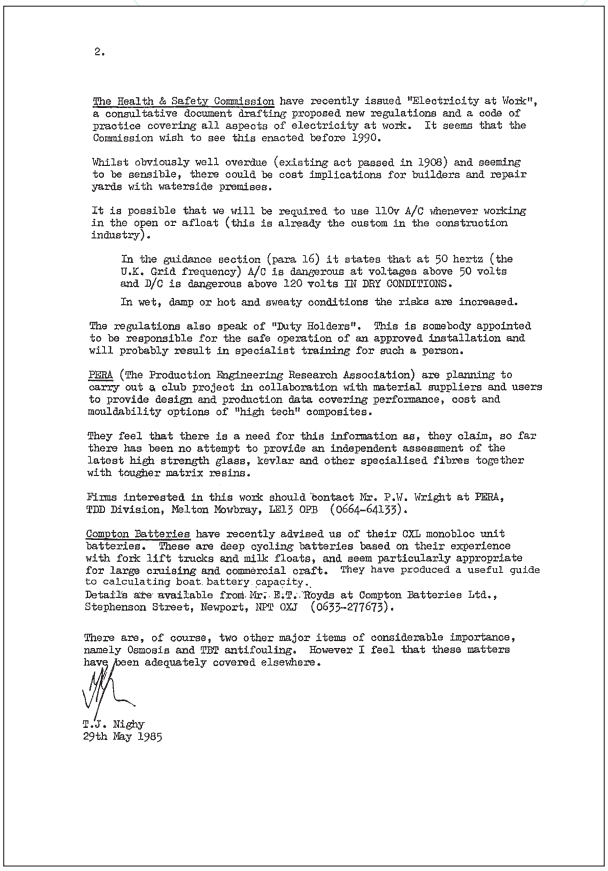


2.

The Health & Safety Commission have recently issued "Electricity at Work", a consultative document drafting proposed new regulations and a code of practice covering all aspects of electricity at work. It seems that the Commission wish to see this enacted before 1990.

Whilst obviously well overdue (existing act passed in 1908) and seeming to be sensible, there could be cost implications for builders and repair yards with waterside premises.

It is possible that we will be required to use 110v A/C whenever working in the open or afloat (this is already the custom in the construction industry).

In the guidance section (para 16) it states that at 50 hertz (the U.K. Grid frequency) A/C is dangerous at voltages above 50 volts and D/C is dangerous above 120 volts IN DRY CONDITIONS.

In wet, damp or hot and sweaty conditions the risks are increased.

The regulations also speak of "Duty Holders". This is somebody appointed to be responsible for the safe operation of an approved installation and will probably result in specialist training for such a person.

PERA (The Production Engineering Research Association) are planning to carry out a club project in collaboration with material suppliers and users to provide design and production data covering performance, cost and mouldability options of "high tech" composites.

They feel that there is a need for this information as, they claim, so far there has been no attempt to provide an independent assessment of the latest high strength glass, kevlar and other specialised fibres together with tougher matrix resins.

Firms interested in this work should contact Mr. P.W. Wright at PERA, TDD Division, Melton Mowbray, LE13 OPB (0664-64133).

Compton Batteries have recently advised us of their CXL monobloc unit batteries. These are deep cycling batteries based on their experience with fork lift trucks and milk floats, and seem particularly appropriate for large cruising and commercial craft. They have produced a useful guide to calculating boat battery capacity.
Details are available from Mr. E.T. Royds at Compton Batteries Ltd., Stephenson Street, Newport, NPT OXJ (0633-277673).

There are, of course, two other major items of considerable importance, namely Osmosis and TBT antifouling. However I feel that these matters have been adequately covered elsewhere.

T.J. Nighy
29th May 1985

In 1985 there was no Recreational Craft Directive or the myriad of supporting standards, the British Marine Federation was The Ship & Boat Builders National Federation and the concept of superyachts was predominantly restricted to royalty. Boatbuilding materials and techniques have changed surprisingly little since the first Technical Report in 1985, but the production process and business operations have moved with the times to stay competitive through increasing productivity and to meet the growing demand for higher quality boats. Output has increased accordingly, at times quite dramatically apart from periods of recession including recently, and the market leaders continue to develop new products to maintain their competitive edge.

Glass reinforced plastic (GRP) composites remain the main construction material with carbon fibre and epoxy used mainly for racing and high performance applications, and bio-derived resins and natural fibres are now appearing on the horizon in the longer term quest for sustainability. Hand layup processing of GRP is still widely used, although resin infusion and closed moulding is being adopted by major production boatbuilders and many small ones too.

This is to meet demands for reduced styrene emissions and to improve working conditions. Better control of the process and consolidation of the laminate under vacuum also makes stronger, lighter, higher quality boats and reduced manufacturing waste.

Computer aided design and manufacture has enabled better optimised hull and deck structures and more efficient production processes. The benefits are lower costs and better products. Lighter structures and interior fit out, equipment, rigs and sail technology have created mainstream production sailing boats that are both faster and easier to handle with onboard facilities and comfort much improved compared to 1985. Powerboats have developed in similar ways and benefited from engines and propulsion systems that are lighter, much more powerful, cleaner and more efficient. These changes have favoured boatbuilders that have invested in facilities and technology, with some consolidation among volume boatbuilders particularly of sailing yachts in Europe. Traditional methods of boatbuilding and craftsmanship remain for customers who still seek individual style and characteristics in their boats, but the growth in the industry has no doubt been accelerated by the higher volume boatbuilders that now dominate UK, European and the wider emerging markets.

This is the current Technical Team, all specialising in different areas and all here to help you.

David Elson, Director of Member Support Services
delson@britishmarine.co.uk

David oversees the provision of the Technical, Manufacturing and Environment Services to the membership. He is deeply involved with influencing new legislation which will impact the industry, from the effect of the Maritime Labour Convention on the large yacht sector to the revision of the Personal Protective Equipment Directive to the review of Small Craft ISO Standards. He is the Chairman of the BSi Committee responsible for determining the UK vote on Large Yacht and Small Craft ISO Standards. Amongst other commitments a Board Member of the National Composites Network, Boat Safety Scheme (BSS) Advisory Committee, Royal Institution of Naval Architects Small Craft Committee and the ICOMIA Technical Committee and Superyacht Division.

Nigel Saw, Technical Manager and CEN Consultant on European Standards
nsaw@britishmarine.co.uk

Nigel is the Technical Manager of the BMF and provides expertise across many issues facing member companies. He is also the consultant to the EU on the RCD and has an enviable depth of knowledge and understanding of the Directive and the associated ISO Standards. He has been a key figure in lobbying the EU during the lengthy and ongoing revision of the RCD and sits on numerous ISO Small Craft Standards Working Groups. He chairs the Boat Safety Scheme Technical Committee, sits on the MCA Domestic Passenger Ship Steering Group, MCA Safety Equipment Advisory Committee, DfT Fuel Quality Directive Stakeholders Group, Royal Institution of Naval Architects Small Craft Committee and the ICOMIA Technical Committee.

Adrian Waddams, Manufacturing Manager and Consultant to the Technology Strategy Board's Smart Materials programme awaddams@britishmarine.co.uk

Adrian is our Manufacturing Manager and gives advice and guidance on manufacturing issues facing the industry. He is responsible for the BMF Health and Safety Guides and maintains strong relationships with companies and agencies involved with research and development which could benefit members. He liaises closely with leading UK Universities and currently sits on the advisory panel for the European Boat Design and Innovation Group which is an EU funded programme led by the University of Coventry. Funding opportunities for R&D programmes are an important part of the role so Adrian works closely with the Technology Strategy Board, Materials Knowledge Transfer Network, Manufacturing Advisory Service, Innovation Networks and EU Framework programmes to maximise access to funding. He also sits on the Marine Industry Leadership Council's Technology and Innovation Group which is tasked with developing a framework of technology requirements for the marine industry in the forthcoming years.

Brian Clark, Environment and External Relations Manager bclark@britishmarine.co.uk

Brian holds the responsibility for all Environment and Boating Facility queries, consultations and issues affecting members. He is also responsible for 'The Green Blue' which is a joint BMF/RYA environmental awareness raising campaign and is the author of our Environmental Code of Practice. Brian influences UK policy through presence on committees such as the Balanced Seas Regional Steering Group, Seabed Users Development Group, Planning Environment Committee, Water Stakeholders Group and is the UK expert designated to the development of ISO Standards on Yacht Harbours. His role also includes External relations and he has been instrumental in the pragmatic implementation of the Marine & Coastal Access Act. In addition he is the Representational manager to the Thames Valley Association.

Carole Abel, Technical Secretary cabel@britishmarine.co.uk

Carole has been with the Federation for over 13 years and throughout this time has provided an excellent service both supporting the Department and liaising with members. She maintains and issues all our publications, looks after the Manufacturers Identity Code database and organises the multitude of events and meetings that we are involved in. Over the years Carole has taken on more tasks and she is now the secretary to the Thames Valley Association, BMF Golf Society and runs the BMF Association meeting schedule.

TECHNICAL REPORT #100

FUEL QUALITY DIRECTIVE – FURTHER GUIDANCE

Following the guidance note published in Technical Report #99 in December 2010 this note gives additional information on the supplies of fuel available.

The fuel standards applicable for inland waterway vessels within the regulations are:

- BS2869 class A2 automotive fuel for non-road mobile machinery including inland waterway vessels; Sulphur 10mg/kg max (low sulphur); maximum 7% FAME (biodiesel) or FAME free.
- BS590:2007 Road fuel dyed red; Sulphur 10mg/kg max (low sulphur); maximum 7% FAME (biodiesel) or FAME free.

The fuel standards applicable for seagoing vessels are:

- ISO 8217 Distillate for marine vessels. Sulphur 1000mg/kg with "de minimis" level of FAME not exceeding 0.1% volume.
- BS2869 class D fuel for stationary machinery; Sulphur 1000mg/kg; maximum: 7% FAME (biodiesel) maximum.
- BS2869 class A2 automotive fuel for non-road mobile machinery; Sulphur 10mg/kg max (low sulphur); maximum 7% FAME (biodiesel) or FAME free.
- BS590:2007 Road fuel dyed red; Sulphur 10mg/kg max (low sulphur); maximum 7% FAME (biodiesel) or FAME free.

Fuel is delivered to end users either by oil companies directly from terminals or from distributors who may co-mingle gas oil from different terminals. It is therefore important that the fuel specification and FAME content is established from the suppliers. Not all grades of fuel may be available from any one supplier and some research may be necessary to find a suitable source of any particular fuel.

The 'Institute of Marine Engineering, Science & Technology' (IMarEST) have carried out much research and produced a guide for Students, Surveyors, Boat Owners and Operators on the New Standards for Marine Diesel Fuel for 2011. This guide gives information on the background to the changes and the availability by suppliers of the various fuels. For information on how to obtain this work visit:

http://www.imarest.org/Community/TechnicalActivities/SpecialInterestGroups/SmallShipsGroupSSG.aspx

The link to obtain the fuels booklet is in the top right hand corner.

The Technical Department have received a number of queries concerning how the introduction of the Fuel Quality Directive may change the legal position if the fuel sold caused an issue on a craft. Legal advice has been sought and the summary below is provided without prejudice.

The advice was that by simply informing customers via signage or, perhaps, within the conditions of sale on the receipt, that fuel has been supplied in accordance with UK law and that current standards allow for the inclusion of up to 7% FAME would be good protection against a successful prosecution. In any event, the fuel being supplied is what has been specified by UK law. Further information about the effects of FAME, where present, would also be a good defence against prosecution as customers would have been informed of the associated risks and the relevant care requirements, and accepted these with the conditions of sale. This work is nullified however, if it could be proven that diesel bug caused mechanical failure in a purchaser's boat as a result of incorrect maintenance of the supplier's system (in this sense, the situation is no different from today - it is only the likelihood of this occurring that has changed).

In addition a view has been taken from an insurer: Each case would be looked at individually (as all insurance claims are) and if there had been reasonable precautions and housekeeping which could be demonstrated by records then any claim should not be refused. However it must be assumed that it would be the consumer that would have to prove the supplier was at fault. As far as advice is concerned, the fuel type should be clearly marked.

Additives

The question of the use of additives has also been raised. The advice from the oil producers at the DfT stakeholders meetings has been that additives are not approved by them and have been known to make the condition of the fuel worse. The view expressed is that additives are an ongoing cost, the effect on engines is not fully known and they do not deal with the dead matter left in the fuel following a treatment.

Tank Cleaning

The following websites provide useful guidance for fuel storage tank cleaning:

http://www.hse.gov.uk/foi/internalops/hid/spc/spctg35.htm

http://www.eemua.org/train_storagetanks.htm

Storage

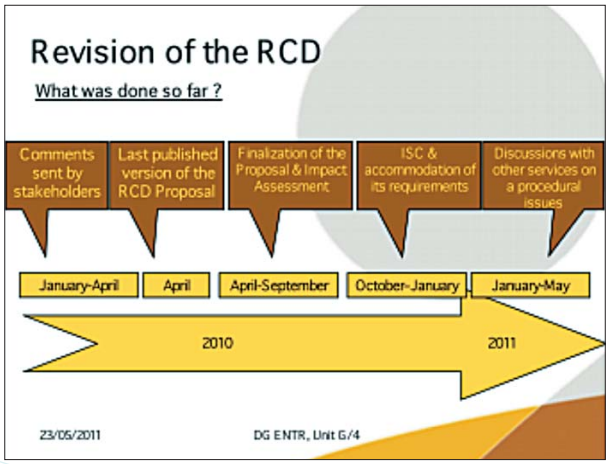
The situation with regard to fuel storage over winter has also been debated. The current advice is to press full tanks to minimise any condensation. Unless the whole fuel system is accessible for cleaning and water removal prior to the new season. This advice remains the same. The official recommendation from the oil companies is that the fuel should be turned over every 6 months.

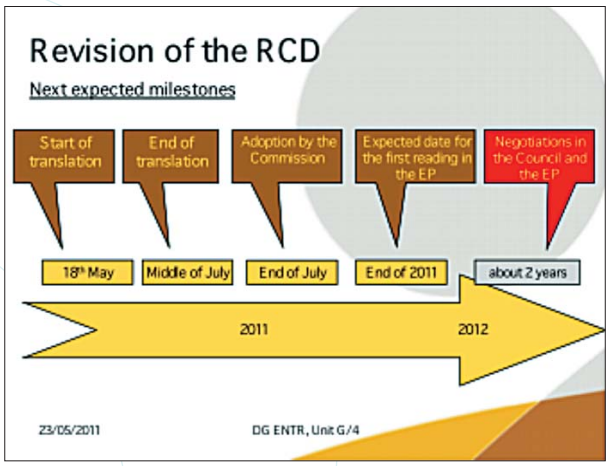
Disclaimer: The BMF has made considerable efforts to ensure the accuracy and reliability of the above information. However neither the BMF nor its employees can accept liability for any loss, damage or injury whatsoever resulting from the use of this information.

RECREATIONAL CRAFT DIRECTIVE

RCD Revision

The revision process has suffered from an internal disagreement between two European Commission services concerning certain market surveillance provisions in the amended Directive. A compromise solution has now been found and the text of the Directive has been sent for translation which is expected to be complete by the end of July. It is then anticipated that the first reading in the European Parliament will be towards the end of 2011 followed by a negotiation period of approximately 2 years. This gives a publication date in 2013 then industry will be given a transitional period of 3 years to adapt so expected entry into force is in 2016.





RCD and Electromagnetic Compatibility (EMC)

Update from European Boating Industry, EBI.

As reported in Technical Report 99, boats and personal watercraft fall under the scope of the EU directive on electro-magnetic compatibility (EMC) 2004/108/EC. In concrete terms, this means that when issuing the declaration of conformity boatbuilders should also indicate that the boat complies with the EMC requirements and how this compliance is achieved (i.e. using standards or adding a note to the technical file).

The standard EN 55012 does provide testing requirements but these are impractical for the overwhelming majority of boats. Since all equipment fitted on a boat which has to be EMC-compliant is marked accordingly, the question is whether the installation of this equipment using cables and wires can be such to generate unacceptable levels of interferences that would make the entire installation onboard non-compliant to the EMC directive. The answer is probably NO but this needs to be proved.

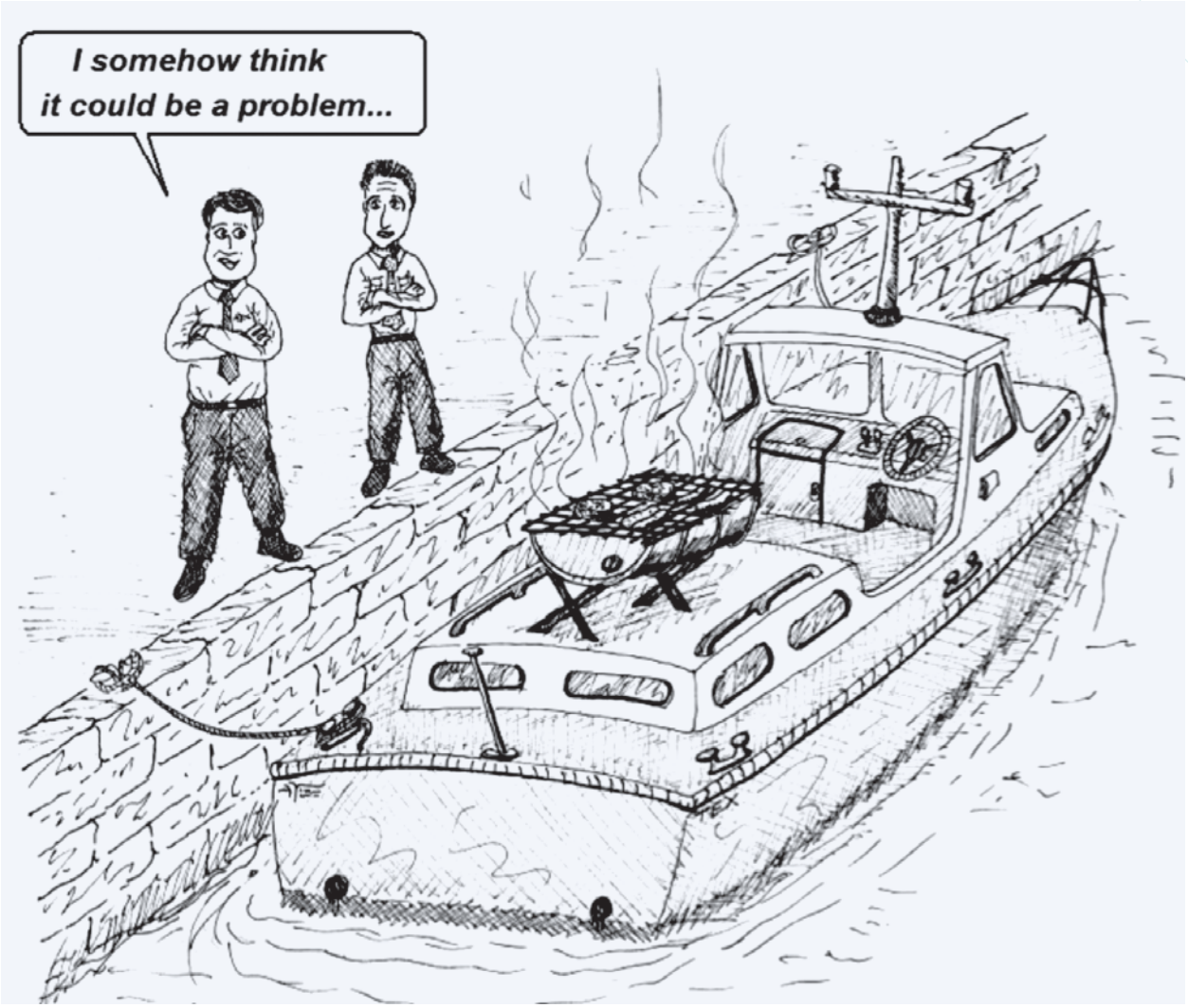
The issue was discussed at the RCD Standing Committee held on 11th February 2011 where we were represented by EBI and ICOMIA who made clear that there was no reported evidence of risks of electro-magnetic interference on boats, with no accidents or problems reported. Additionally, in the USA and Australia, there is no such requirement for electro-magnetic compliance in place. This problem seems quite theoretical but cannot be ignored since it was acknowledged in a public meeting with the European Commission and Member States. Additionally, one cannot dismiss the likelihood that an authority could ask the boatbuilder to prove EMC compliance.

ICOMIA is considering the possibility of developing an industry standard or guideline which could be used as a means to prove compliance to the EMC Directive. This approach would, of course, require endorsement by the European Commission who expressed some reservation and could not provide legal certainty at this stage that the industry proposed solution would be accepted. An alternative approach would be to amend the current standard which describes the testing methods but this solution could also be long and onerous for the boatbuilding industry. The Austrian delegate who is in charge of EMC directive nationally and the policy officer responsible for the EMC directive at the European Commission appeared quite sympathetic to the concerns raised and offered continuing this debate in bilateral meetings in order to find a solution that would be affordable to both parties. EBI and ICOMIA will continue to work on this issue and we will keep members informed of any developments.

Awareness Raising – The Cartoon Series

This issue's cartoons highlight the requirements of the Essential requirements under Annex 1 - 5.6 Fire Protection.
The relevant harmonised standards are:
EN ISO 9094-1:2003: Small Craft – Fire Protection – Part 1: Craft with a hull length of up to and including 15m
EN ISO 9094-2:2002: Small Craft – Fire Protection – Part 2: Craft with a hull length of over 15m

Essential Requirement 5.6.1 Fire Protection



"The type of equipment installed and the layout of the craft shall take account of the risk and spread of fire. Special attention shall be paid to the surroundings of open flame devices, hot areas or engines and auxiliary machines, oil and fuel overflows, uncovered oil and fuel pipes and avoiding electrical wiring above hot areas of machines."

Essential Requirement 5.6.2 Fire-Fighting Equipment

"Craft shall be supplied with fire-fighting equipment appropriate to the fire hazard, or the position and capacity of fire-fighting equipment appropriate to the fire hazard shall be indicated. The craft shall not be put into service until the appropriate fire-fighting equipment is in place."

MARITIME LABOUR CONVENTION (MLC) 2006

The MCA have made available 'Draft Proposals for Accommodation Standards for Large Yachts to Comply with the Maritime Labour Convention 2006'. This is the culmination of over two years work by the Agency and the industry to develop substantial equivalence provisions to the prescriptive requirements of the Convention. The crew cabin area requirements within the MLC had the potential to disastrously impact the large yacht sector but a pragmatic approach has been developed and this will be detailed in sections 21A and 21B of the Large Commercial Yacht Code when the next edition is published.

The MLC is still not ratified by the requisite number of 30 member states. It is anticipated that this ratification will be achieved late 2011 or early 2012 and the convention will come into force one year later.

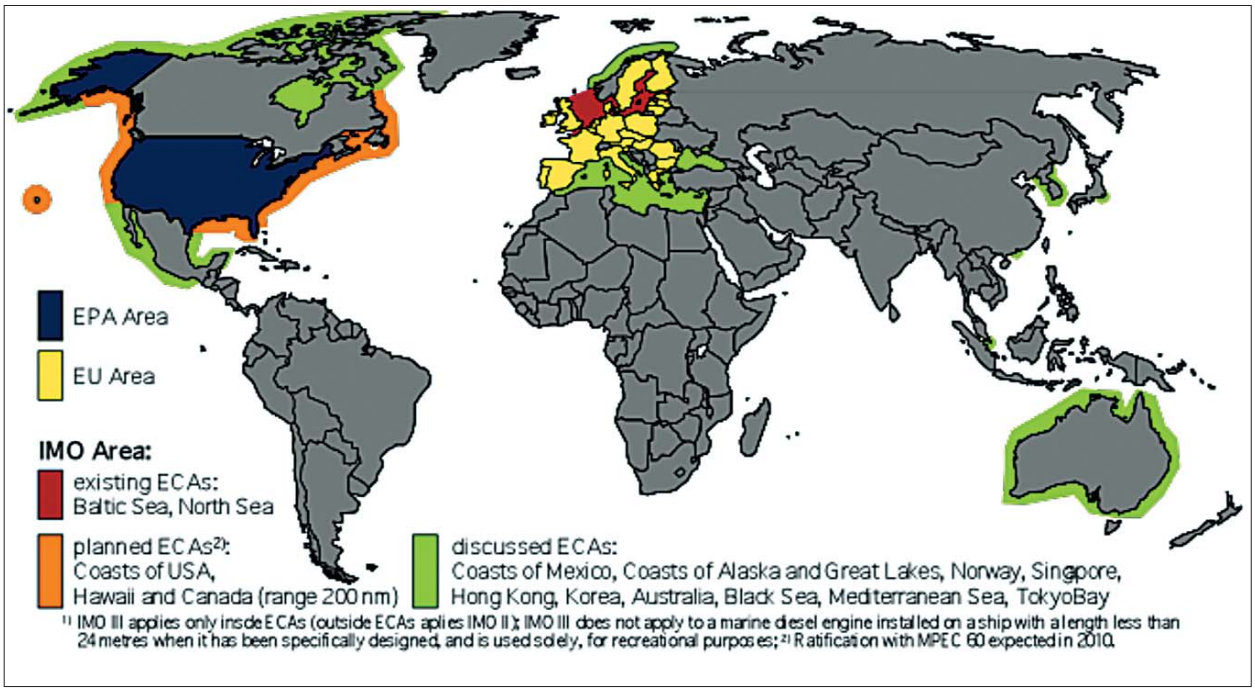
An interesting development to monitor is the approach taken by the Marshall Islands Registry. Very early on in the discussions with the MCA the exact definition of the scope of the MLC was debated in detail. The Convention applies to vessels 'ordinarily engaged in commercial activities' and there was an argument at the time that 'ordinarily' should mean engaged in commercial activities (charter) for more than half the year. This was not accepted by the MCA or the social partners and a clarification was sought from the ILO which also supported the MCA view. The Marshall Islands have now made public their proposed approach to MLC implementation and, controversially, is of the opinion that for a yacht to be considered as 'commercial' it must be engaged in commercial activities for 183 days or more in a calendar year. This approach would mean that they would not apply the MLC to the great majority of charter yachts.

The Marshall Islands have yet to consult their social partners and the approach is likely to be extremely unpopular with other Flag Administrations. This issue is likely to follow a rocky road and we will keep members informed.

MARPOL ANNEX VI

ICOMIA held the first meeting of the Super Yacht Division NOx Working Group on 9th February and the second on 26th May. The purpose of the group is to determine if, and to what extent, the Annex VI emission standards will impact upon the sector. The levels will apply to all engines over 130kW and there is an exemption in place for craft of less than 24m used solely for recreational purposes. A critical consideration is that 'recreational purposes' is interpreted differently around the world. In the UK the approach is that a craft used for charter is no longer recreational so the exemption would not apply. Other countries consider that the use is recreational whether the craft is chartered or not so the exemption would apply. The USA follows an approach half way between where a craft under 100grt and with less than 6 passengers can be considered recreational whether chartering or not. This issue is a key consideration of the working group.

The emission requirements are most stringent in emission control areas (ECA) and the current or proposed designations are detailed on the map below (with thanks to MTU):



The limits within an ECA are:

Regulation 14.4.3

The Sulphur content of fuel oil used on board ships shall not exceed 0.10% m/m (1000ppm) on and after 1 January 2015

Regulation 13.5.1

Subject to regulation 3 of this Annex, the operation of a marine diesel engine that is installed on a ship constructed on or after 1 January 2016:

.1 is prohibited except when the emission of nitrogen oxides (calculated as the total weighted emission of NO2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

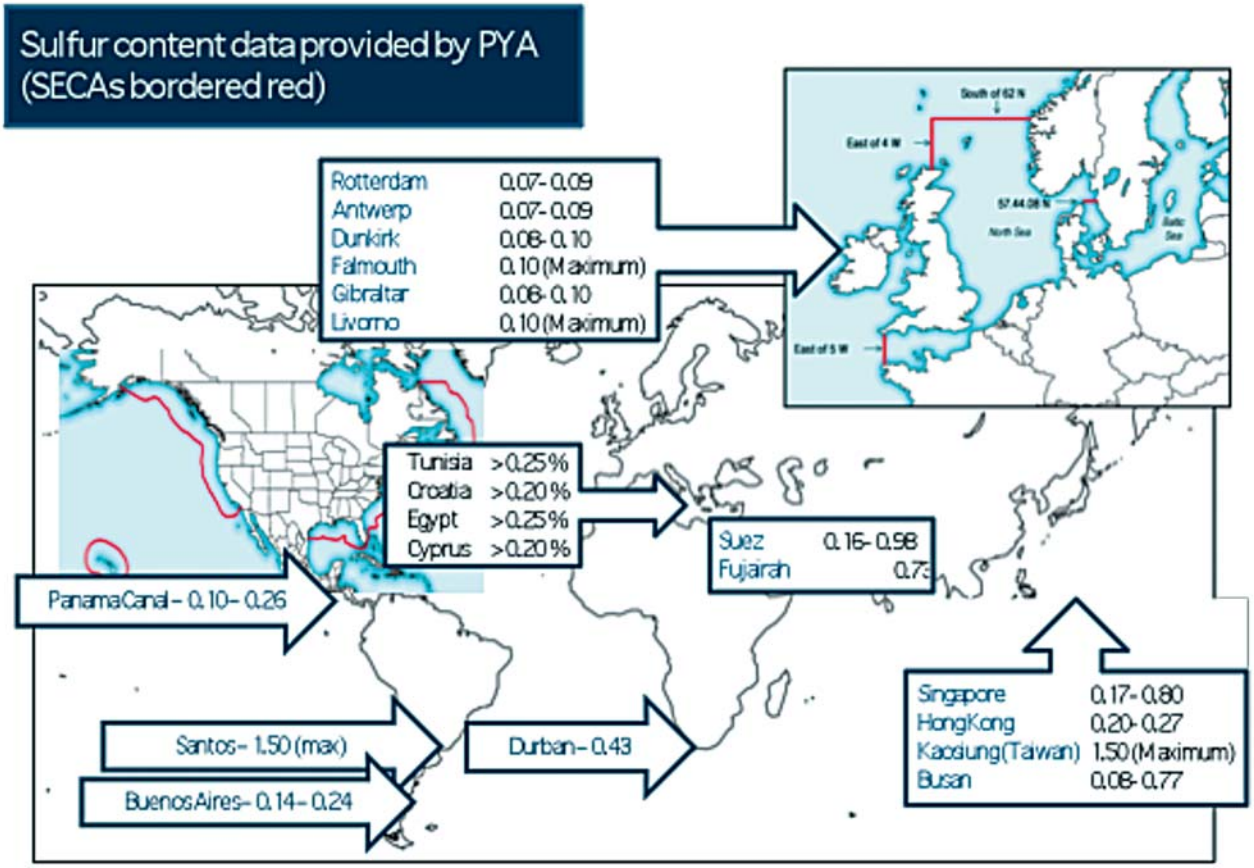
.1.1 3.4 g/kWh when n is less than 130 rpm;

.1.2 9 · n(–0.2) g/kWh when n is 130 or more but less than 2,000 rpm; and

.1.3 2.0 g/kWh when n is 2,000 rpm or more.

The problems are twofold. The first issue is with the NOx emission levels which, with today's technology, cannot be achieved with on-engine technology. It is therefore necessary to fit exhaust after-treatment and the general agreement is that the most likely solution will be Selective Catalytic Reduction or SCR. The catalyst itself is relatively large, heavy, expensive and consumes urea at a rate of 3-5% of fuel consumption. In addition the smaller units which use noble metals are only really suitable when burning fuel with a maximum sulphur content of 0.1% m/m. If higher sulphur fuels are burnt then a larger and heavier unit is required.

The second, and arguably worse, issue is the requirement that a ship can only burn 0.1% sulphur fuel within an ECA. ICOMIA have undertaken a study of fuel availability as shown on the map below:



0.1% m/m sulphur will be available in ECA's but currently it seems clear that fuel of this quality is not available worldwide. So a vessel operating outside an ECA may be forced to bunker with higher sulphur fuel which would not be compatible with a noble metal SCR and according to the Regulations could not be burnt should that vessel enter an ECA. This indicates that, for global operation, dual tankage may be required in order to ensure some capacity of low sulphur fuel is available for use when entering an ECA.

In order to highlight these concerns ICOMIA have submitted a paper to the IMO Marine Environment Protection Committee (MEPC) as below. The MEPC will establish an experts working group to consider issues with the Annex VI amendments and ICOMIA will be a member.

Introduction

1. *The Tier III NOx emissions standards are set out in Regulation 13.5 of MARPOL Annex VI and enter into force on 1 January 2016. For the large yacht sector the judgement of the engine manufacturers is that for the forseeable future the only feasible means of compliance with Tier III standards is through after-treatment of exhaust gases by selective catalytic reduction (SCR).*

Discussion

2. *ICOMIA has identified three areas of concern which may prevent timely compliance with the Tier III regulations for large yachts that are outside of the scope of the exemption in MARPOL ANNEX VI (reg 13, 5.2.1). These are:*

a) *The size, weight and back pressure of exhaust after treatment units will be likely to have an adverse impact on the design and construction of such vessels.*

b) *Lack of availability of suitable fuel. In order for a noble metal SCR unit to function effectively the engine must burn fuel with a very low sulphur content. In fact, fuel with excessive sulphur content will damage the SCR unit. Although MARPOL Annex VI legislates for 0.1% sulphur content in ECA's from 2015, it cannot be assumed that fuel of this quality will be available worldwide and at all times from that date. In order to avoid potentially complex warranty issues arising from damage to an SCR, prudent yacht builders will be obliged to install systems that can handle higher sulphur content fuel. This means a more complex system thus exacerbating point a) above.*

c) *Notwithstanding the progress made at BLG 15 in regards to guidelines for engines and SCR certification, it will take a significant time for engine manufacturers to finalise their Tier III compliant product ranges. This will present problems to yacht manufacturers; for production builders, who need to design and specify their vessels at least 2 years in advance of delivery and in the case of custom designed yachts up to 4 years.*

3. *In order to quantify the effect of the Tier III standards on the leisure industry, ICOMIA has established a NOx Working Group comprising broad sector representation to consider the implications for yacht builders and report on its findings. If this study concludes there is an issue that brings into question the viability of manufacturing certain craft within the sector, then ICOMIA will submit a further paper to IMO. We would then ask for the issue to be placed on the agenda of the NOx review set out in Annex VI regulation 13.10*

Action requested of the Committee

4. *The Committee is invited to consider the contents of this document when drawing up the terms of reference for the review process set forth in Regulation 13.10 of MARPOL Annex VI.*

The ICOMIA Super Yacht Division NOx Working Group has established a work plan in order to assess the true impact of these changes and to agree the lobbying position as IMO enters a review period later this year.

For more information please contact David Elson.

MF RADIO

There is considerable concern within the industry regarding the fitting of MF radios to FRP composite vessels intended to operate in GMDSS sea areas A2 and A3. This concern is in light of significant radio interference effects with sensitive electronic equipment when broadcasting on MF/HF frequencies.

Specific effects of interference have been found to be extremely variable, with the systems affected and frequencies of concern varying widely from boat to boat. The broadcasting on MF/HF frequencies in an emergency situation could affect safety essential systems and put the vessel at greater risk. Systems with which interference has been experienced in the past include, but are not limited to:

- Engine controls;
- Instrumentation dials and gauges;
- Autopilots and navigation equipment;
- Steering gear controls;
- Fire alarm systems;
- Machinery alarm systems;
- AV systems.

MF radio is required by SOLAS Ch IV Regulations 9, 10 and 11 for operation in GMDSS Sea Areas A2, A3 and A4. The Large Commercial Yacht Code, LY2, section 16 does not currently require this for short range yachts, but Cayman Islands Shipping Registry applies Ch IV Regulations 9 and 10 in full to commercial yachts under their flag. It is understood that the intention in regards LY2 and SCVC 3rd editions is to standardise radio requirements across existing MCA codes and meet the functional requirements of GMDSS in full.

A working group has been established to examine this issue in detail and agree a suitable solution for the large yacht industry as a whole. The terms of reference for the working group are to:

- Identify means for reducing interference;
- Produce best practice installation guidance for industry;
- Define operational procedures for MF broadcasts;
- Agree acceptable levels of interference.

The BMF Technical Department will be fully involved as this issue develops and please contact Adrian Waddams for any further information.

EU ANTI-DUMPING PROCEEDINGS

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On 15 March 2011, the notification for final duties on imported fibreglass raw materials from China (strands, rovings and mats) was published in the Official Journal of the EU. The final duties of 13.8% will be imposed from 16 March 2011 for a period of 5 years. The British Marine Federation and European Boating Industry, together with other industry sectors such as the composite, plastics and wind energy industries, proved to be successful in cutting the provisional EU anti-dumping duties of 43.6% on Chinese fibreglass imports down to 13.8%.

Link to the official notification:
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:067:0001:0017:EN:PDF

PERSONAL FLOTATION DEVICES

In late 2010 the European Commission contracted a consulting company called Matrix to prepare an impact assessment for the revision of the EU directive on personal protective equipment 89/686/EC. This directive is relevant for manufacturers of lifejackets, buoyancy aids and diving equipment. A note explaining the content of the revision has been circulated to all members, outlining the Commission's proposal to change product category and the users' wish to see thigh or crotch straps required for lifejackets used in offshore boating.

Under the auspices of EBI, a meeting of European lifejacket manufacturers and Marine Industry Associations took place on 24 January 2012 in Boot Düsseldorf. The remit of this group was to discuss and consolidate the views of the European companies. In April, this group informed the Commission about its positions on a series of possible amendments of the directive. The Commission is expected to present its detailed plans at the next meeting in June 2011, which will be attended by EBI.

Further information is available from David Elson.

EU REGULATION ON TIMBER PRODUCTS

On 20 October 2010, a new EU regulation N°995/2010 on timber products was adopted. Though sometimes referred to as the "European Lacey Act" (in reference to the US law), this European regulation will be much simpler than the US Lacey Act, as it only covers the placing on the EU market for the first time of certain timber products. The regulation also does not include any finished products containing wood. So boats are not covered by the scope of the regulation, and only the import of wood as raw material is.

The list of timber products according to their CN codes that are falling under the scope of the regulation is available in the Annex of the Regulation (page 33). The entry into force of this regulation for suppliers and traders of timber products placing them for the first time in Europe will be 3rd March 2013. As long as boat manufacturers buy from a European supplier or trader, companies will only have to apply "due diligence" meaning that buyers will have to ask their suppliers to provide a document stating that the type of wood, the country of harvest, the quantity, the supplier's and trader's details, and a proof of compliance with the applicable legislation in the country of harvest.

Link to the regulation in all EU languages:
http://eur-lex.europa.eu/Result.do?checktexts=checkbox&TypeAffichage=sort_key&page=1&idReq=2&Submit22=GO

IMO REPORTS

On behalf of the BMF and other marine industry associations worldwide, ICOMIA have a representative at the IMO. This representative attends all relevant IMO meetings to ensure that we have early warning of any topics which may impact on our members operations. Extracts of the ICOMIA reports are reproduced below and the full text is available at:

http://www.icomia.com/committees/43/completed-papers/area128.aspx

Username:info@britishmarine.co.uk
Password: marine2010

STW42 - Sub-Committee on Standards of Training and Watchkeeping 42nd Session

24th to 28th January 2011

Amongst the amendments to the STCW Code during the conference in Manila from 21st to 25th June 2010 was the requirement for marine environmental awareness training. Netherlands produced a model course which the drafting group considered. It is expected that the course will be included in the normal training process for the issue of certificates of competency and therefore it will probably be a requirement for the issue of yachting STCW certificates.

DE55 - Sub-Committee on Ship design and Equipment 55th Session

21st to 25th March 2011

Polar Code

Further progress was made with drafting the code and it will be submitted to MEPC 62 in order to explore the options for making it mandatory. The initial intention is to make the code mandatory for SOLAS passenger and cargo vessels with a view to including non-SOLAS vessels such as fishing vessels at a later stage. Commercial yachts over 500 GT will come under the initial SOLAS requirement and smaller yachts may or may not be included in the future. The main issues to be resolved include the classification and certification of vessels for operation in polar waters. These have implications for hull strength, stability and sub-division.

Recovery Capability

One of the proposed amendments for the LSA Code in 2012 is for ships to have a demonstrated capability for recovering persons from the sea. There was considerable debate on this topic with a number of delegations making the point that most ships are not designed for rescue operations and recovering large numbers of people from the water and therefore it would be unreasonable to impose equipment requirements. As no agreement could be reached the matter has been referred to DE 56 next year for further consideration with a view to completion by 2012.

Code on Noise Levels on Board Ships

The WG on noise levels on board ships made further progress with developing the Code. Although the noise levels specified within the Code are unlikely to be a problem for the yachting industry, the Code does include a requirement for designers/shipyards to provide calculated predictions of expected noise levels at the design stage and for these predictions to be submitted to the flag state for approval. The Code is still under development and the correspondence group has been re-established to determine which sections of the code should be made mandatory and those which should be recommendatory. As well as discussing noise levels onboard ships the subject of noise from commercial shipping and its adverse effects on marine life was raised. It was decided to refer the matter to MEPC 62 in order to receive guidance on how to proceed.

Tenders operating from passenger ships

It was agreed that the distance of tenders operating from passenger ships to the shore should use the text "less than 2.5 nm".

Integrated Bilge Water Treatment System

DE 55 proposed a statement of fact on installation of an integrated bilge water treatment system (IBTS) to assist the promotion of IBTS. IMO is keen to promote the IBTS concept as a means of minimising the generation of oily bilge water and reducing the operations and maintenance of the oily water separator.

GHG3 - Marine Environmental Protection Committee (MEPC) Greenhouse Gases Working Group 3

28th March to 1st April 2011

The group is tasked with assessing the concept of Market Based Measures (offsetting) or MBM's, as a means of limiting GHG emissions. In all there were seven MBM proposals under consideration, the majority of which sought to raise funds from shipping to be used either within the sector or outside of it, or a combination of both. The proposals experienced a large amount of opposition from developing countries and it looks increasingly likely that this matter will go to a vote at MEPC 62 in July, the outcome of which will be hard to predict. Interestingly, during a side presentation by the EU, it was announced that if the IMO was unable to agree an international MBM, the EU would impose its own legislation. The EU has just issued a White Paper on Transport policy and one of its goals is to reduce maritime emissions by 40% before 2050 (based on 2005 levels). The scope of any regulation is not yet known but developments will be closely monitored.

Sub-Committee on Radiocommunications and Search and Rescue 15th Session (COMSAR15)

7th to 11th March 2011

The SAR Working Group produced a draft MSC circular on basic safety guidance for yacht races or oceanic voyages by non-regulated craft. This will be submitted to MSC 89 for approval and, if accepted will supersede MSC/Circ. 1174 and SC.1/Circ.1366. The Group also prepared a draft amendment to MSC.1/Circ.1040 to include guidance that the MMSI number encoded in the EPIRB should correspond with the number assigned to the ship.

A proposed amendment to the LSA Code clarifying the phrase *"highly visible colour"* in relation to lifeboat exterior colour was also considered. The proposed amendment is worded as follows: *"international vivid reddish orange or a comparably highly visible colour"*. The IACS delegate informed the Sub-Committee that IACS had developed a unified interpretation for the expression *"or a comparably highly visible colour"* as follows: *"Highly visible colour"* only includes colours of strong chromatic content, e.g., pure achromatic colours such as white and all shades of grey shall not be accepted as *"comparable" colours."* The Sub-Committee agreed that this interpretation provided sufficient clarification and ensured the use of adequate colours for lifeboats. This interpretation may possibly have ramifications for the Large Yacht Code where paragraph 13.2.3.1 states: "*All vessels of 500GT and over should be provided with a rescue boat meeting SOLAS requirements in all respects, except for the colour where white will also be considered acceptable.*"

BLG15 - Sub-Committee on Bulk liquids and Gases 15th Session

7th to 11th February 2011

The principal item of interest at this meeting was the issue of certification for engines fitted with SCR systems. Currently the NOx Technical Code requires that engines and SCR systems are tested as a complete unit on a test bed ashore. Under consideration at this meeting was the possibility to test engines and SCR systems separately, with a confirmation test onboard. There was widespread support in the plenary session for adoption of so-called test Scheme B. The Sub-Committee agreed that:

1. Amendments to the NTC 2008 are necessary to permit certification under Scheme B;
2. The requirement for the on board confirmation testing at 25%, 50% and 75% of rated power, independent of test cycle, should be included in the draft Guidelines;
3. Allowance for the use of simulated gas for SCR chambers specified in paragraph 5.3.2.1.2 of the draft guidelines should be retained;

4. An engine size limit for application of Scheme B should not be established.

It was noted during the meeting that a number of other issues related to MARPOL Annex VI and the NTC Code were still outstanding. A Correspondence Group was established with the following terms of reference:

1. Develop draft guidelines for replacement engines not required to meet the Tier III limit, as required under regulation 13.2.2 of MARPOL Annex VI;
2. Develop the draft guidelines called for under paragraph 2.2.5.6 of the NOx Technical Code (NOx reducing devices);
3. Consider what guidance, if any, should be developed for water as a primary control measure, emulsification, charge air humidification or direct injection;
4. Consider what guidance, if any, should be developed for gas fuels, natural gas or other gases as well as NOx Technical Code calculation factors and specific issues relating to the testing of engines so fuelled.

The Ballast Water and Bio-fouling working group produced draft Guidelines for the Control and Management of Ship's Bio-fouling to Minimise the Transfer of Invasive Aquatic Species. These guidelines are intended to be applicable to all ships, including yachts over 24m. Amongst other things the guidelines require vessels to develop a Bio-fouling management plan and to keep records in a Bio-fouling record book. Due to time constraints the working group was unable to finalise the guidelines for recreational craft under 24m in length and this work will be continued at BLG 16.

CONSULTATIONS

The Government recently launched their Red Tape Challenge, a root and branch review of more than 21,000 regulations.

Every few weeks the government will publish the regulations affecting one specific sector or industry – from retail to hospitality to construction. And throughout the process they will be publishing the general regulations that cut across all sectors – from rules on equality to those on employment. All these regulations will be open for your comment.

Following the consultation, Ministers will have three months to work out which regulations they want to keep and why. But here's the most important bit – the default presumption will be that burdensome regulations will go. If Ministers want to keep them, they have to make a very good case for them to stay.

The BMF are responding by auditing the regulation that currently applies to the leisure, superyacht and small commercial marine sector. This is no small task and we'll be working hard to ensure we cover every angle. That said, we need members to nominate regulation that affects their bottom line. Unfortunately, there is nothing the Government can do about European Directives which are outside the scope of this review (although if UK legislation goes beyond the European minimums, known as gold-plating, then there could be a case to answer), but everything else is potentially up for grabs. For example, we're already looking at some of the rules surrounding water supply and their disproportionate impact on marine businesses.

The timetable for the regulatory review is fast paced and will continue for some time. The current published timetable runs until 27th October, however the BMF have been informed by the Department for Business Innovation and Skills that there are sector reviews beyond January 2012:

- 9 June Equalities
- 30 June Health and Safety
- 14 July Manufacturing
- 28 July Healthy living and social care
- 11 Aug Media and creative services
- 1 Sep Environment
- 15 Sep Employment
- 29 Sep Children's services
- 13 Oct Rail and Merchant Shipping
- 27 Oct Utilities and energy

Given the scale of this work, we have set up a dedicated e-mail address for you to report any regulation that causes your business problems:
redtape@britishmarine.co.uk

We also need you to make your views known directly to the Government by visiting
http://www.redtapechallenge.cabinetoffice.gov.uk/

MERCHANT SHIPPING (M) NOTICES

MIN 405 (M+F) Training for ECDIS as Primary Means of Navigation

This notice clarifies what training is acceptable for Masters and Deck Officers of UK flagged vessels which have Electronic Chart Display and Information Systems (ECDIS) as their primary means of navigation.

MIN 406 (M+F) Reporting Operating Anomalies Identified within ECDIS

- This MIN describes the procedures for the report of ECDIS anomalies in accordance with IMO MSC.1/Circ.1391 on 'Operating Anomalies Identified within ECDIS'.
- This MIN also includes the latest UKHO NAVAREA1 warning that offers further information on the types of anomalies that have been identified up to the publication date of this MIN.
- This MIN applies to Type Approved, installed ECDIS, using officially issued ENCs. It does not refer to ECS, ECDIS operating with raster charts, or ECDIS using unofficial chart data.

MGN 428 (M+F) The Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Artificial Optical Radiation) Regulations 2010

Artificial optical radiation originates from a very wide range of sources from normal indoor lighting to flood lights, lights on control panels as well as infra-red and ultra violet radiation including that resulting from welding. Risks arising from exposure to harmful levels of artificial optical radiation can range from burns to the eyes or skin up to retinal damage and even skin cancer.

MGN 429 (M+F) The Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Asbestos) Regulations 2010

This Marine Guidance Note provides guidance on the Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Asbestos) Regulations 2010.

MGN 432 (M+F) Safety during Transfers of Persons to and from Ships

The purpose of this Note is to provide guidance for all vessels engaged in transfers of persons at anchor or underway as regards: taking the necessary precautions, use of trained persons and carriage of requisite equipment to aid a safe transfer and rapid recovery of a casualty from the water.

MSN1827 (M) Categorisation of Waters

This Statutory Merchant Shipping Notice sets out the categorisations of waters in the United Kingdom.
Key Points:

- The notice replaces and augments MSN 1776(M)
- The changes and additions are shown in bold and italics respectively
- The categorisations determine the waters not regarded as 'sea' for the purposes of Merchant Shipping legislation (excepting marine pollution).

BRITISH, EUROPEAN AND INTERNATIONAL STANDARDS

Global Conformity Guidelines

ICOMIA has now published six Global Conformity Guidelines:

No. 1 Installed Fuel Systems and Fixed Fuel Tanks

No. 2 LPG Systems & Appliances

No. 3 Electrical

No. 4 Windows, Portlights and Hatches (Closing appliances)

No. 5 Powering

No. 6 Man overboard prevention and recovery – gates, testing

The seventh, Capacity Label, is due to be published imminently. These documents have been created by an international working group for use as a companion to either ISO or US standards. The guidelines follow a standard format providing two annexes detailing additional requirements in order to assess conformity from one standard system to another:

A. 1 ABYC + ISO additional requirements = ISO compliance

A. 2 ISO + ABYC additional requirements = ABYC & USCG compliance

The guidelines are available at:
http://www.icomia.com/library/Default.aspx?LibraryDocumentId=1440

Username:info@britishmarine.co.uk
Password: marine2010

BRITISH, EUROPEAN AND INTERNATIONAL STANDARDS

Standards Listing - RCD Standards and Associated Standards - May 2011

Abbreviations:

ISO International Standard - Normally published as EN and BS after publication as ISO
EN European Norme (Standard)
BS British Standard
FDIS Final Draft International Standard
DIS Draft International Standard
CD Committee Draft - Not for general distribution
WD Working Draft - Not for general distribution
NP New Project
* Indicates standard has been harmonised and meets Essential Safety Requirements
SR Indicates standard is up for systematic review

Availability indicates whether document is available in electronic format or is a published purchaseable standard

BOLD INDICATES CHANGES TO STATUS

STATUS	NUMBER	YEAR	TITLE	COMMENTS	
BS EN ISO	*6185-1	2001	Inflatable boats engine power up to 4.5kw	Published	
BS EN ISO	*6185-2	2001	Inflatable boats engine power 4.5kw to 15kw	Published	
BS EN ISO	*6185-3	2001	Inflatable boats engine power 15kw and greater	(For S.R. 2011)	
ISO/DIS	6185-4	2005	Inflatable boats 8m to 24m power 75 kw and greater	FDIS awaited	Electronic
BS EN ISO	*7840	2004	Fire resistant fuel hose	Query over bio fuel compatibility	
BS EN ISO	*8099	2001	Holding tanks	Published	
BS EN ISO	8178 Part 1	1996	Reciprocating internal combustion engines. Exhaust emission measurement - Test bed measurement of gaseous and particulate exhaust emissions.	8178-1:2008 revision published	
BS EN ISO	8178 Part 2	1997	ditto - Measurement of gaseous and particulate exhaust emissions on site.		
BS EN ISO	8178 Part 3	1994	ditto - Definitions and methods of measurement of exhaust gas smoke under steady state conditions.		
BS EN ISO	8178 Part 4	1996	ditto - Test cycles for different engine applications.		
BS EN ISO	8178 Part 5	1997	ditto - Test fuels		
BS EN ISO	*8469	2006	Non-fire resistant fuel hose	Query over bio fuel compatibility	
BS EN ISO	*8665	2006	Engine power measurement and declaration	Published	
BS EN ISO	*8666	2002	Principal data	Published	
BS EN & ISO	*8846	1993	Ignition protection test for components used in petrol installation	(BS EN 28846) Electric fan switches etc. to be used in hazardous spaces should meet this requirement	
BS EN ISO	*8847	2004	Steering - wire rope and pulley	New edition published	
BS EN ISO	*28848-A1;2000	1993	Steering - push pull cable for all craft types	Published	
BS EN ISO	*8849	2003	Electric bilge pumps	Published	
BS EN ISO	*9093-1	1998	Seacocks and through hull fittings - Metallic	For SR 2011	
BS EN ISO	*9093-2	2002	Seacocks and through hull fittings - Non-metallic	(For S.R. 2011)	
BS EN ISO	*9094-1	2003	Fire protection to 15m	Under review	
BS EN ISO	*9094-2	2002	Fire protection 15-24m	Under review	
ISO DIS	**9094**	**2011**	**Fire protection**	**Awaiting FDIS**	**Electronic**
BS EN ISO	*9097	1995	Electric fans/blowers	Fan rating standard (For S.R. 2011)	
BS EN	*9775	1993	Steering push pull cables for outboards 15-40kw	Published	
BS EN ISO	*10087	2006	Craft identification (CIN no.)	Published	
BS EN ISO	*10088	2009	Permanently installed fuel systems and tanks	Use 2001 version for PE fuel tanks	
EN ISO	***10133**	**2000**	**Electric systems - extra low voltage d.c**	**Awaiting Publication**	**Electronic**

STATUS	NUMBER	YEAR	TITLE	COMMENTS	
BS EN ISO	*10239	2008	LPG system	(For S.R. 2011)	
BS EN ISO	*10240	2004	Owners manual	Published	
BS EN ISO	*10592	1995	Steering - Hydraulic	Published	
BS EN ISO	*11105	1997	Petrol engine - Ventilation	Published	
BS EN ISO	*11192	2005	Graphical symbols	Published	
BS EN ISO	*11547	1994	Start-in-gear protection	Only of interest if changing outboard's mechanism	
BS EN ISO	*11591	2001	Field of vision	Of use only to power craft	
BS EN ISO	*11592	2001	Determination of maximum power	(For S.R. 2011)	
BS EN ISO	*11812	2002	Cockpits	Published	
BS EN ISO	*12215-1	2000	Scantlings - GRP reference laminate	Published	
BS EN ISO	*12215-2	2002	Scantlings - Core materials for composites	Published	
BS EN ISO	*12215-3	2002	Scantlings - Steel, aluminium wood, etc.	Published	
BS EN ISO	*12215-4	2002	Scantlings - Workshop conditions	Published	
BS EN ISO	*12215-5	2008	Scantlings - Design pressures	(For S.R. 2011)	
BS EN ISO	*12215-6	2008	Structural arrangements	(For S.R. 2011)	
ISO DIS	12215-7	2008	Scantlings - Multihulls	Awaiting FDIS	Electronic
BS EN ISO	*12215-8/AC; 2010	2009	Scantlings - Rudders	Published	
ISO DIS	12215-9	2007	Appendages and rig attachments	Awaiting FDIS	Electronic
BS EN ISO	*12216	2002	Windows and hatches	Published	
BS EN ISO	12217-1+A1	2009	Stability - Non-sailing boats > 6m	Now published	Electronic
BS EN ISO	*12217-2	2002	Stability - Sailing boats >6m in length	Under revision	
BS EN ISO	*12217-3+A1	2009	Stability - Boats of < 6m in length	Published	
BS EN ISO	*13297	2001	AC electric system	Under review - awaiting FDIS	
ISO	13342	1995	Outboard motor static thrust measurement	Only of interest to outboard engine manufacturers	
BS EN ISO	*13590/AC:2004	2003	Personal watercraft (PWC)	Published	
BS ISO	**13591**	**1997**	**Portable fuel system for outboards**	**Possible revision**	
BS ISO	**13592**	**1998**	**Petrol engine backfire prevention**	**Possible revision**	
BS EN ISO	*13929	2001	Steering gear - Rack and pinion	Torque tube/rod systems' covered by this draft	
BS EN ISO	14509-1	2008	Measurement of sound emitted by powered recreational craft pass by	(For S.R. 2011)	
BS EN ISO	*14509-2	2006	Sound testing reference boat concept	Published - consult BMF prior to use	
ISO/FDIS	*14509-3	2009	Sound testing SoundBoat method	Published	
BS EN ISO	*14895	2003	Liquid-fuelled galley stoves	Published as ISO 14895 in 2000	
BS EN ISO	*14945	2004	Builders plate	Published	
BS EN ISO	*14946	2001	Maximum load capacity	(For S.R. 2011)	
BS EN ISO	*15083	2003	Bilge pumping systems	Published	
BS EN ISO	*15084	2003	Strong points, anchoring etc.	Published	
BS EN ISO	*15085+A1	2009	Guard rails, lifelines and handrails	Published	
BS EN ISO	*15584	2001	Inboard mounted petrol engine fuel and electrical components		
EN	***15609**	**2008**	**LPG propulsion systems**	**Published**	
BS EN ISO	15652	2005	Steering systems - mini-jet boats	Published	
BS EN ISO	*16147	2002	Inboard mounted diesel engine fuel and electrical components	Published	
NWIP	16180	2008	(Electric) Navigation lights	No progress	
BS EN ISO	***21487+AC2009**	**2006**	**Permanently installed petrol and diesel fuel tanks**	**Published**	
EN	60092-507	2000	For 3-phase electrics only	Revision not harmonised	

Other standards					
STATUS	**NUMBER**	**YEAR**	**TITLE**	**COMMENTS**	
PD	5482-3	2005	CoP LPG installations in boats and yachts	Revision of PD 5482-3 - no presumption of conformity	
BS	**8511**	**2010**	**Code of Practice for the Installation of Solid Fuel Heating and Cooking Appliances in small Craft**	**Published**	
BS EN ISO	9650-1	2005	Liferafts - Type I (offshore)	Possible revision	
BS EN ISO	9650-2	2005	Liferafts - Type 2 (coastal)	Possible revision	
BS EN ISO	9650-3	2009	Liferafts - Materials	Published	
ISO	10134	2003	Lightning protection	Published	
ISO	12401	2009	Small craft - Deck safety harnesses and safety line for use on recreational craft	Published	
BS EN ISO	12402-1	2005	Lifejackets - Ships	Published	
BS EN ISO	12402-2/A1:2010	2006	Lifejackets 275N	Published	
BS EN ISO	12402-3/A1:2010	2006	Lifejackets 150N	Published	
BS EN ISO	12402-4/A1:2010	2006	Lifejackets 100N	Published	
BS EN ISO	12402-5/A1:2010	2006	Buoyancy aids 50N	Published	
BS EN ISO	12402-6/A1:2010	2007	PFD - Part 6: Class F	Published	
BS EN ISO	12402-7	2007	PFD - Part 7: Materials and components	Amendment under way	
BS EN ISO	12402-8	2006	PFD - Part 8: Additional items, safety requirements and test methods	Amendment under way	
BS EN ISO	12402-9	2007	PFD - Part 9: Test methods classes A to F	Amendment under way	
BS EN ISO	12402-10	2005	PFD - Part 10: Application and use	Published	
ISO	14227	2001	Magnetic compasses	For SR 2011	
ISO/CD	25197		Electronic control for steering shift and throttle	Under development	
BS EN	60945	2002	Nav and radiocomm equipment testing methods	Supersedes the 1997 version	
ISO WD			**Electric propulsion systems**	**Under development**	

Large Yacht Standards

The development of ISO standards for the Large Yacht Sector continues with a summary of activity reproduced below:

Project Number	Project	Comments
ISO/CD 11208	Windows and port lights – Security requirements wide participation of experts	Decided to restart as a new work item with a
ISO/CD 11209	Deck crane and access gangways strength requirements	DIS registered
ISO/DIS 11336	Strength, weathertightness and watertightness of glazed openings	
	Part 1: Design criteria, materials, framing and testing of independent glazed openings	Text to be sent to ISO before June 2011
	Part 2: Framing	NWIP stage
	Part 3: Quality assurance, installation and in-service inspection	NWIP stage
ISO/DIS 11347	Measurement and analysis of the visual appearance of coatings	Text to be sent to ISO before June 2011
ISO/NP 14884	Weathertight Doors – Strength and Weathertightness requirements	New project approved
ISO/NP 14885	Machinery – Main and Auxiliary Diesel Engines – Safety Requirements	New project approved
ISO/NP 14886	Large Yachts - Structural fire protection for FRP yachts	New project approved
ISO/NWIP N45	Yachts Recycling	Project moved to TC8 Working group 1
ISO/NWIP N63	Deck equipment - Anchoring equipments	New project approved

SIGNAGE

Important developments in the world of signs:

MANUFACTURING NEWSLETTER #15

BMF BECOMES A PARTNER IN EUROPEAN EBDIG PROJECT

The BMF has recently joined the European Boat Design Innovation Group (EBDIG) as a project partner to help with promoting and disseminating the resources of EDBIG to the UK leisure marine industry. This will include helping to set up a website for users wishing to access EBDIG online learning resources through an interactive web based Digital Innovation Studio. On 14 and 15 September at Coventry University there will be an associated International Conference on Marine Design organised by RINA.

EBDIG is a resource for students and practitioners in marine design, covering all aspects from naval architecture to styling and ergonomics, and using best practice in product design drawn from the automotive industry. European Boating Industry (EBI), the BMF's sister Trade Association for Europe, is also an EBDIG partner working with the BMF in a complementary role in Europe. EBDIG is an EU Leonardo funded project led by Coventry University's Department of Industrial Design, and the advisory group for the project includes the Royal Institution of Naval Architects (RINA) and the BMF.

EBDIG aims to make the European boat design industry more competitive in the international marketplace by providing online training material for designers working within the industry. The objective of EBDIG is to transfer advanced manufacturing and design methodologies and technology from the automotive sector into the marine sector to facilitate design innovation and a competitive advantage. It will be transferring embedded practices within the automotive industry through courses in design visualisation, ergonomics, telematics and sustainable materials. Case studies are available on line that cover the detailed design process for a range of typical leisure craft including a 25ft RIB, 40ft Sailing Yacht, 50ft Motor Yacht and a Superyacht. These will interest students as well as experienced practitioners, and through the interactive website there are blogging and networking opportunities to encourage design innovation and knowledge exchange.

RINA with support from EBDIG partners including the BMF is holding an International Conference on Marine Design in association with Coventry University and EBDIG on 14 and 15 September. Full details of the conference including how to register and submit papers can be found at: http://www.rina.org.uk/marinedesign

Further information on EBDIG can be obtained from Adrian Waddams or directly from the EDBIG website at: http://www.ebdig.eu/ Free registration is required to view and access EBDIG resources.

NARROWBOAT PAINT MICRO-BLISTERING

As previously reported a number of steel narrowboats suffering so-called micro-blistering to the paint finish have caused concern and expense to owners and boatyards alike. This guidance note offers some conclusions about what is now known and precautions to take when painting. Further investigations are ongoing and will be reported as more information is available.

The BMF, through various member organisations, represents a significant number of inland boatbuilding businesses carrying out painting for private owners and their own hire fleets. In trying to establish the extent of the problem, the BMF has worked with members and other boatyards, UK paint suppliers and a paint manufacturer. From extensive discussions, correspondence and enquiries a number of possible causes have been suggested including a succession of unusually cold winters, changes to paint formulations to meet new legislation, and the paint brands and types of primer used. The working conditions under which paint is applied have also been questioned given the traditional, craft based nature of the inland narrowboat industry and the limited undercover facilities of some boat yards.

Scientific analysis has now been carried out in a paint manufacturer's laboratory from which a clearer picture has emerged about the likely cause and, just as important, what are not believed to be causes. A sample for analysis in the form of a painted steel hatch cover was provided from a private boat by Oxfordshire Narrowboats at Heyford Wharf which showed the typical micro-blistering on the paint surface. Whilst this panel is only one sample from one boatyard and may not represent every occurrence of the problem, it is believed to be typical of the wider problem in the narrowboat industry.

The laboratory tests involved light microscopy and infrared microscopy allowing detailed inspections of the paint surface and cut sections of the panel across the paint layers. This enabled, with a high degree of confidence, the identification of the composition of the paint system and the types of paint used. The results of the laboratory tests were discussed during a site visit to Oxfordshire Narrowboats on 9 May with David Dare their managing director, the BMF and representatives of Morelli Group Ltd who are a major paint distributor to the automotive and marine industries in the UK, and a paint manufacturer.

The overriding conclusion from tests on the hatch cover was the observation of salt like contaminate material between the primer and the topcoat layers. This contaminate is hydroscopic and able to attract water through the paint film, which is always porous at microscopic level however glossy, and retain or release it according to temperature and humidity. Thus painted surfaces remaining damp will show

symptoms of micro-blisters, and freezing will cause further expansion and paint surface blistering. Warmer conditions reduce the moisture content when the blisters may subside or disappear. The contaminate may also reduce the quality of the bond between the finishing paint and the primer.

Using the laboratory test results and following on-site examination of boats being stripped for repaint, including those affected by micro-blistering, the following general conclusions based on this particular sample and more general advice on prevention of contamination have emerged.

Conclusion 1. Micro-blistering is a cosmetic problem that does not appear to result in corrosion. Where micro-blistering of paint occurs it does not expose the steel beneath the primer, and therefore does not appear to compromise the protection of the steel afforded by the paint which is its primary purpose. Micro-blistering where it occurs is between the primer and the top coats where the contamination was found. The problem is more noticeable after periods of cold, wet weather. In dry, warm weather the blisters subside and become less noticeable.

Conclusion 2. Although yard facilities and preparation processes were not investigated by the report, micro-blistering has been found to be widespread affecting many boat yards large and small. Oxfordshire Narrowboats have good facilities and, like many other companies that have suffered these problems, they work to high standards using experienced staff and good quality materials and paints.

Conclusion 3. No single paint manufacturer is affected, and micro-blistering is not brand specific. One of the difficulties for the narrow boat industry is the lack of a complete paint system from one manufacturer. This is due to the relatively small volume and value of this specialised market. Therefore, when choosing paint, there is little in way of clear guidance from a single supplier about the compatibility between primers, undercoat and top coats sourced from different manufacturers. Certain types of paint and brands may be used with other types and brands so, although compatibility can be achieved, no paint manufacturer is responsible for the complete paint system and thus cannot offer a warranty for a paint system using a mix of products not all of its own manufacture.

Conclusion 4. Changes to paint formulations have been made in recent years to comply with new regulations such as reducing lead content, VOC content, etc., affecting all types of paint. This can lead to improved paint performance, such as coverage and translucency, but often results in thinner paint films per coat that may require more coats to reach a required total paint film thickness, including primer and undercoat. Therefore, what may appear to be an excellent cosmetic finish might have less total thickness than traditional paints that were more "glutinous" and easier to build up in fewer coats. A paint film thickness gauge can be used to check recommended paint thickness as each layer is applied, and these cost approximately £200.

Prevention

Although the findings from the hatch cover tests showed the contamination was the cause of the blistering on the particular panel tested this does not show that all other issues arising from micro blistering are of the same direct cause, as there are many factors to be considered when investigating reasons for micro blistering. One paint manufacturer advises that the most common causes of paint blistering depending on the process and paints used, which includes automotive refinishing and so is not Narrowboat specific, are as follows. Some or all causes may apply, and where applicable must be avoided:

1. Application of a basecoat (solvent or waterborne) directly over an Etch Primer.
2. Application of Epoxy Primer over an Etch Primer.
3. Application of Polyester Bodyfiller over Etch Primer.
4. Contamination left on the substrate before paint application.
5. Contamination caused by the hands of the applicator. One of the most under-estimated risks during the painting process is finger or hand prints on the surface of the substrate. Because of perspiration, hands are covered with salt that will stick on the surface.
6. Damp air condensed on the substrate.
7. Wet sanding of Polyester Bodyfiller. Absorption of water/moisture into the polyester product.
8. Chalk and/or salt deposits from "contaminated" sanding water remaining on the substrate, absorbing moisture, which will be trapped in the new paint film.
9. Contamination inside the Polyester Bodyfiller.
10. Wrong hardener and/or thinner selected, no or insufficient through hardening.
11. Humidity reacted with the hardener, isocyanate concentration is no longer sufficient for cross linking (in the case of two pack paints).
12. Incorrect mixing ratio, no or non optimal cross-linking of the components.
13. Storage situation of products is too cold or humidity too high. Products attract moisture.
14. Condensation in the compressor air tank and/or air cooler which is not drained regularly (spray application only).
15. Poor maintenance, air filter system saturated with moisture (ditto spray only).

All of the above can be avoided by ensuring that products are used in accordance with the paint manufacturer's technical datasheets and full systems are used. When customers use products not recommended by a paint manufacturer they cannot guarantee the system properties.

Avoiding Micro-Blistering on Narrowboats

From the BMF's discussion at Oxfordshire Narrowboats and taking account of the test findings and the above list of possible causes the following precautions are suggested.

If primed surfaces are abraded at any stage to flatten primer or create a key for further painting the surface must be completely free of all dust and residue which might contain contaminate. Contaminate is from the fillers and constituents used in many primers, and may be present whenever a primed surface is abraded.

To ensure primed surfaces are free of contaminate after abrasion:

1. Blow with compressed air, or alternatively vacuum to avoid raising airborne dust.
2. Degrease liberally with a wet solution of degreasing agent and wipe dry with panel wipes. Do not allow to dry naturally as this will not remove any residual contaminate. Wiping when surfaces are still wet will ensure contaminate is taken off with the solution.
3. Finally, before paint is applied use a tack rag to wipe all dry surfaces to be painted and then avoid further surface contact with bare hands.
4. Avoid abrasive working in adjacent areas to minimise airborne dust movement.

Further Action

BMF members wish to know how to respond to existing and avoid future cases of micro-blistering. Where existing paint has the micro-blistering condition it is now understood to be one of appearance rather than a corrosion or fitness for purpose matter. Therefore, unless corrosion is evident a repaint is not considered necessary and could wait until the next routine repaint. Boatyards may wish to consider in light of this whether they should include a clause in their terms and conditions when undertaking repaints, pointing this out as a cosmetic effect that may occur to protect themselves against requests for repaint under warranty.

Further investigation is ongoing to identify the constituents in primer paint that when abraded may cause release of fine hydroscopic contaminate particles. This will help formulate any further advice or suggest whether suitable alternative primers are available.

Morelli Group Ltd is seeking to create an approved single paint system from one manufacturer, from primer to top coat, although this would not preclude using, as now, a mixed system from more than one paint supplier. This will look at what might be available from commercial vehicle finishes, such as used on buses, but using a brushable paint system for the narrowboat industry rather than spray and hot bake cure as used in automotive body shops.

Acknowledgement: The BMF wishes to thank Oxfordshire Narrowboats and Morelli Group Ltd for their time and resources and ongoing investigation in dealing with this matter.

For enquiries about this please contact Adrian Waddams.

Disclaimer: The BMF has made considerable efforts to ensure the accuracy and reliability of the above information. However neither the BMF nor its employees can accept liability for any loss, damage or injury whatsoever resulting from the use of this information.

BOATBUILDING WITH COMPOSITE MATERIALS EVENT

Thursday 30 June, Chilworth Manor, Southampton

Following similar successful events in 2008 and 2010 this event will again be supported by the Materials KTN and Composites UK in association with the BMF, and will bring together a range of boatbuilding topics covering composite materials with the main themes of Safe, Sustainable and Smart. These will deal with a range of topics affecting future material choices and process options for the boatbuilding industry. This year's event aims to address some issues that are relevant to boat builders of all shapes and sizes.

Safe. Safety in the workplace is increasingly regulated and important. Is styrene emission the real issue? What are the simple steps to reduce hazardous material usage and show that you are dealing with other workplace hazards?

Sustainable. Sustainability is becoming a 'must have' in any company's public profile. It affects the way your business is viewed by your local authorities and community, your supply chain partners as well as your clients. To what extent are your products and processes 'sustainable'? And what should you be doing to get that message across. How does sustainability impact the leisure marine sector? Is it realistic to use bio-derived materials or thermoplastics? What happens to end-of life-boats, not to mention process waste? How can we reduce our impact on the environment? Will being more sustainable cost us more, or will it actually save money?

Smart. What new technologies will make a splash in boatbuilding in future years? The event will include a look at some smart technology from passively adaptive composites to self-sensing sails.

This event will suggest some answers to these questions and stimulate thought and discussion as to ways we can make safer, more pleasant and less wasteful working environments, and more sustainable boats, as well as what help is available to boatbuilders to achieve these changes. This event is organised by Materials KTN in partnership with British Marine Federation, Composites UK and Marine Southeast.

A full programme and registration details are available at: https://www.eventsforce.net/boatbuilding2011

Adrian Waddams can also provide more information if required.

COMPOSITE MATERIALS: 14 SAFE HANDLING GUIDES

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Today, around 95% of boats are built in composite materials using unsaturated polyester resins (UP resins) and glass or carbon fibres. These materials are durable, lightweight, provide greater flexibility, superior performance and faster production speed. They also require relatively low maintenance and are easy to mould and modify, making them very popular in the boatbuilding industry. Styrene is used to make resins, composite materials and plastic products. Although only representing 5% of the total styrene use by volume, styrene is an essential component of UP resins used to produce boats.

Thanks to its partnership with the European UP/VE Resin Association (a sector group of the European chemical industry association CEFIC), European Boating Industry draws the boatbuilders' attention to the availability of 14 Safe Handling Guides in 6 languages (English, German, Spanish, French, Italian and Polish). The guides address the key health, safety and environmental issues associated with the storage and processing of raw materials in the UP/VE resin industry.

Link to the Safe Handling Guides:
http://www.upresins.org/safe-handling-guides

OCCUPATIONAL EXPOSURE LEVELS TO STYRENE

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Looking at occupational exposure to styrene, the main identified risk is seen when using open mould techniques. Protective equipment, workplace safety guidelines and limited exposure to styrene emissions all contribute to keeping workers safe. Today, occupational exposure levels (OEL) for styrene are set at the national level and therefore differ across the EU. Threshold limit values set over an 8-hour average range from 10 ppm in Sweden for new or modified facilities to 100 ppm in the UK. According to the European UP resin industry, a harmonised European occupational exposure level of 20 ppm, which reflects the current technical possibilities of open mould processing would create a level playing field and simplify the ability of the industry to ensure compliance. Moreover, styrene producers recently indicated a derived no-effect level (DNEL) of 20 ppm in their toxicological and scientific assessment for the registration of styrene as substance under the new EU chemical legislation REACH.

The combination of these new elements indicates the possibility that, at some point in the future, national health & safety agencies make use of this figure (20 ppm) to derive the occupational non-effect level (ONEL), which would significantly reduce the OEL in place in many European countries and consequently seriously affect the ways the boatbuilding activity is carried out in Europe.

The situation is being closely monitored by the BMF Technical Department and industry updates will be issued as information becomes available.

TRAILER TYPE APPROVAL – COMPLIANCE REQUIREMENTS

As reported in previous Technical Reports, Type Approval for new trailer types became mandatory on 29 October 2010 and for existing trailer types will come into force on 29 October 2012. The BMF has recently discussed the requirements in some detail with the Vehicle Certification Agency (VCA) at Nuneaton and the following summarises the options and approximate costs of obtaining type approval.

The requirement applies throughout the European Union to implement Directive 2007/46/EC which extends European Community Whole Vehicle Type Approval (ECWVTA) from passenger cars to all commercial and goods vehicles including buses, coaches, vans, trucks, trailers and some other specialised vehicles. This is of particular importance to BMF members manufacturing, importing and selling boat trailers within the O1 and O2 classifications of trailers up to 3.5 tonnes gross weight (in all cases the mass or weight is gross to include the trailer and its load).

Type Approval authorises a manufacturer to:

- Produce vehicles, systems and components to a proven specification and;
- Self-certify these as compliant with relevant legislation.

Type Approval has two fundamental requirements:

- Meeting the technical and administrative requirements and capturing the design;

Ensuring that subsequent production is manufactured in conformance with the approved design.

Therefore to achieve European or UK type approval for a new model of trailer first you must demonstrate that you have quality management standards that meet the requirements for Conformity of Production (CoP). Once this has been achieved you must then obtain type approval for your trailer showing that it meets the technical requirements set out in the Directive and associated legislation. Type approval results in the issue of a Certificate of Conformity (CoC) with each trailer. This is valid and recognised in all EC states. It is important for those exporting within Europe, and makes it more attractive to buyers of trailers that wish to use them legally throughout Europe. The requirements and thus cost for both European and National type approval are virtually identical so if full series type approval is required European type approval is strongly recommended.

The cost of full type approval may be significant, particularly where the number of units is small. It can also take many months to obtain. First CoP must be obtained through the Vehicle Certification Agency, and as a rough guide this will cost £1000 per manufacturing site depending on the amount of audit work and site visits required to approve production facilities and procedures. The CoP is reviewed periodically, usually every 1 to 3 years depending on the level of compliance found and for which further fees will be charged. Companies that are ISO 9001 quality standard certified will pay less as the audit work required will be reduced.

Once a CoP is issued the product type approval for each trailer type starts at about £5000 per type (which can include

several variants) with additional types costing less due to the administrative economy of scale. So as a guide the second certificate of conformity might be £3000, the third £1500 and so on. Each trailer must have a statutory manufacturer's plate and a 17 digit VIN number stamped or permanently fitted on the chassis.

For those businesses producing or selling small numbers of trailers a simpler, faster and cheaper alternative is individual vehicle approval (IVA) where each trailer is inspected at one of the many Vehicle and Operator Services Agency (VOSA) test stations in the UK. This involves inspection of an individual trailer to establish compliance that results in the issue of an Individual Approval Certificate. This is the least onerous approach and provides flexibility for those concerned with trailers sold only in small numbers (typically 10s rather than 100s per annum). Compliance is demonstrated and checked by a combination of documentary evidence of EC Directive compliance and visual inspection.

Inspection includes:

- Registration Plate Space
- Brakes
- Statutory Plate
- Lights/Reflectors
- Tyres
- Masses & Dimensions
- Couplings
- General Construction

A trailer identification number (VIN) is issued by VOSA on passing inspection. The cost of IVA comprises a VOSA test fee of £70 plus travel costs, etc., so provided all preparatory work is carried out to meet the requirements a trailer can be approved for UK roads at low cost. IVA may be obtained from application to approval in as little as two weeks. UK approval may be acceptable in other member states, but this cannot be assured and for exporting EC type approval should be considered.

NB. A new type means any trailer that is new to the market in Europe, so if importing an existing design from outside Europe for first time sale in Europe it will be considered new to the European market.

Full details of Type Approval requirements are available from VCA, including the technical standards at:
http://www.dft.gov.uk/vca/

Those requiring more information are also invited to contact Adrian Waddams.

Marine Industry Leadership Council - Technology and Innovation Group (TIG)

As part of the Marine Industries Growth Strategy the TIG, attended by Adrian Waddams on behalf of BMF members, is tasked with developing the technology roadmap. The benefits of the TIG are highlighted below:

- The Group provides a forum and stimulus for collaborative thinking among technical leaders in UK marine manufacturing and technology sectors.
- The full significance (critical mass) of UK marine industries' technical capability has been demonstrated through preliminary MILC/TIG activities supported by BIS. Now resulting in TSB financial support and encouragement for developing a more comprehensive and far sighted Technology Roadmap as part of an overall growth strategy.
- The MILC Technology Roadmap will identify market opportunities and technology needs to help deliver the products and services essential for continued growth and success of this key UK sector in the short, medium and longer terms.
- TSB involvement in TIG has created a more effective knowledge network within marine and is encouraging closer collaboration with other UK manufacturing and technology sectors including automotive, rail, renewable energy and aerospace - plus related academic activities supporting R&D and higher level education and training.
- The Transport Knowledge Transfer Network (KTN) was established in 2010 by the TSB to support innovation and R&D in all land based transport sectors including marine, automotive and rail. This is also helping raise the profile of the marine sector.
- The recreational and small commercial marine sectors using mainly composite materials in construction of vessels are benefiting from the Composites and Smart Materials sector groups within the Materials KTN in which the BMF are involved.
- The BMF is exploring other knowledge transfer links, e.g. with the UK automotive industry, and through the EU funded European Boat Design and Innovation Group programme (EBDIG) led by Coventry University and in partnership with our European sister association EBI.

Grant for Research and Development

A Technology Strategy Board scheme is offering funding to small and medium-sized enterprises (SMEs) to engage in R&D projects in the strategically important areas of science, engineering and technology, from which successful new products, processes and services could emerge. Any UK SME working in any sector may apply; applications are accepted on a rolling basis for assessment by independent experts.

Open from 4 April 2011, the Grant for Research and Development (Grant for R&D) scheme will support R&D projects which offer potentially significant rewards and could stimulate UK economic growth. In contrast to the Collaborative R&D programme, Grant for R&D funding is available to single companies.

Managed by the Technology Strategy Board, the Grant for Research and Development scheme will support small and medium-sized companies (SMEs) across the UK that want to carry out research and development generating new and innovative products and services. The new scheme supersedes the Grant for R&D scheme previously managed by England's regional development agencies and will have similar objectives. The new scheme will work alongside existing programmes in Scotland, Wales and Northern Ireland.

The Grant for Research and Development scheme will offer SMEs three types of grant:

- Proof-of-market grants will enable companies to assess commercial viability through, for example, market research, market testing and initial planning.
- Proof-of-concept grants will help companies to explore the technical feasibility and commercial potential of a new technology, product or process through, for example, a feasibility study, basic prototyping and specialist testing.
- Development of prototype grants will be used by companies to develop a technologically innovative product, service or industrial process. This might include small demonstrators, intellectual property protection, market testing and product design.

The maximum funding available will be £25,000 for proof-of-market grants, £100,000 for proof-of-concept grants and £250,000 for development of prototype grants. Information about the Grant for Research and Development scheme is available on the Technology Strategy Board website: http://www.innovateuk.org/content/competition/grant-for-rd-single-business.ashx

TRANSPORT INET

The Transport iNet has recently published a call for new Collaborative R&D projects. Proposals are sought from both collaborating Higher Educational Institutions (HEIs) and from Small & Medium Enterprises (SMEs) who have projects which include a strong involvement with one or more East Midlands HEIs.

Funding will be available to support feasibility and collaborative R&D projects that enable the development of innovative technologies and processes, with an emphasis on the provision of greener, safer, more integrated transport systems.

This Collaborative Research and Development project is delivered by the Transport iNet and funded by East Midlands Development Agency (emda) and the European Regional Development Fund (ERDF).

Further details of the call, including eligibility criteria and details of how to apply are available at: http://www.eminnovation.org.uk/transport/News.aspx?WCI=htmResults&WCU=CBC=View,DSCODE=EMDANEWS,NEWSITEMID=10-N506

ENVIRONMENT UPDATE #7

DECOMMISSIONING OF CRAFT – EU STUDY

When ships reach the end of their operating life they need to be dismantled. Certain current dismantling practices, notably for large seagoing vessels, are not satisfactory from a social and environmental perspective. In order to improve the situation, the European Commission adopted a Green Paper in May 2007 and a Communication proposing an EU Strategy on better ship dismantling in November 2008. The European Commission has also conducted a certain number of studies on the dismantling practices of end of life vessels and on the impacts of possible actions to improve the situation (see: http://ec.europa.eu/environment/waste/ships/index.htm). These studies have focused primarily on large seagoing vessels of the commercial fleet. This category of ships (above 500 GT) is covered by the scope of the Hong Kong Convention on Safe and Environmentally Sound Recycling of Ships (hereinafter "the Hong Kong Convention") which was adopted in May 2009 by the International Maritime Organisation. Less information is available for ships that are not under the scope of the Hong Kong Convention: navy ships and other governmental vessels, small ships (below 500 GT) and abandoned vessels.

To address the scarcity of information on abandoned vessels the EC has commissioned a study to identify the number of small vessels that are waiting for dismantling or have been abandoned. This information will be collected through Member States, regional and local authorities, and other relevant stakeholders such as federations of nautical leisure activities. Further, the current dismantling practices (including prohibited ones such as abandonment, open burning) shall be identified, their impacts on the environment will be quantified as well as the differences between the best available methods and the substandard ones.

The overall objective of the study is to provide the Commission with quantitative and qualitative information so as to draw a comprehensive, clear and reliable picture of the current practices of ship dismantling focusing particularly on abandoned vessels and ships that will not be covered by the scope of the Hong Kong Convention. The focus of the Study is to:

- Update existing information about ship dismantling for ships covered, or not, by the Hong Kong Convention and for abandoned vessels.
- Collecting information about the dismantling conditions of ships not covered by the scope of the Hong Kong Convention and abandoned vessels.
- Identify the best practices in terms of ship dismantling and waste management of these ships and document them in a user friendly manner.
- Identify possible shortcomings (legal, technical, financial) in terms of dismantling of these ships and propose options to address these shortcomings.
- Quantify the environmental, social and economical impacts of options to overcome possible shortcomings and rank them.
- The organisation of a number of stakeholder workshops.

Following the completion of the European wide workshops, the project team will carry out impact assessments for each policy option, followed by a presentation of their findings at a final workshop in Brussels during September 2011.

The BMF will continue to work closely with the study team to provide the most up to date and robust data for our industry to ensure a pragmatic outcome to their findings. For more information, please contact Brian Clark, Environment & External Relations Manager on 01784 223644 or bclark@britishmarine.co.uk

ISO TC228 WG8 – YACHT HARBOURS

Brian Clark of the BMF has recently been nominated through the BSI Tourism Committee as the UK expert on the ISO working group for Yacht Harbour standards. Originally proposal by the Spanish, the international standard aims to deal with the necessary quality levels to satisfy the needs of berth holders. The Spanish propose that it shall be practical, target oriented and be feasible to apply. The standard should not impose unnecessary demands on the tourism industry and shall always respect the diversity of the industry. This International Standard will establish requirements with the aim of providing quality services. It is also proposed that the International Standard will apply to yacht harbours where moorings for the boats are provided but also the yacht harbours where complementary social and sport activities are developed.

It is proposed to initially standardise the following items:

a) Management (depending on decisions taken by ISO/TC 228 on this matter)
   - Planning
   - Organization
   - Environmental practices and protection
   - Safety and security
   - Human resources
   - Preventive maintenance plans (facilities and services)

b) Services
   - Customer services, administration and information (including tourist and meteo)
   - Moorings and boatyard
   - Parking and open areas
   - Fuel station
   - Sanitary installations and dress rooms
   - Catering facilities and services
   - Sport and leisure activities
   - Other services (laundry, fax, internet, ice, car rental, bank, supermarket …)

The BMF originally voted against the development of this standard; however it gained wide support from other countries and the vote was passed. It is essential therefore that the BMF attend as the UK expert in order to ensure that any decisions made are not disproportionately burdensome for existing facilities that have achieved alternative recognition through existing industry led initiatives. The inaugural working group will be held in Madrid on the 6th June. The BMF will provide regular updates on the progress of this project in subsequent editions of the Technical Report. For further information, please contact Brian Clark, Environment & External Relations Manager on 01784 223644 or bclark@britishmarine.co.uk

EU ENVIRONMENTAL GUIDELINES FOR PORTS AND MARINAS

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In March 2011, the European Commission published its long-awaited guidance document on the implementation of Birds and Habitats Directives in estuaries and coastal zones. The document, which also applies to marinas and other infrastructures for boating and watersports, makes particular reference to port development and dredging. The guidelines aim to clarify issues related to the application of the EU environmental legislation to marina and port development projects and to address legal uncertainty regarding the interpretation of the Birds and Habitats Directives. The Commission working paper also acknowledges the need for reconciling port development with nature protection.

To download the ports' environmental guidelines:
http://ec.europa.eu/transport/maritime/doc/guidance_doc.pdf

OPEN CALL FOR PROPOSALS - LIFE+ FUNDING

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LIFE+ is a European funding opportunity, which covers up to 50% of the costs of new environmental projects. This year, a total of 267 million EUR is available for innovative or demonstration projects relating to environmental objectives, including the development and dissemination of best-practice techniques, know-how and technologies as well as awareness-raising campaigns. The funding is split into three components – nature and biodiversity, environment policy and governance, and information and communication. For the first time this year, the European Commission is looking to fund projects in the tourism area. Other projects which receive funding include those which deal with land-use development and planning, water management, minimising the impact of economic activity, and waste management.

For further information, please visit:
http://ec.europa.eu/environment/life/funding/lifeplus.htm

Deadline for applications is 9 July 2011.

OPEN CALL FOR PROPOSALS - CIP ECO-INNOVATION FUNDING

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The CIP Eco-innovation funding programme supports projects which reduce our impact on the environment, promote a more efficient use of resources and support green growth. It is focused on small and medium-sized enterprises and aims to increase the uptake of innovative solutions to environmental issues. This year, a total of 36 million EUR will be available to organisations that have developed an environmental product, service or process, which has a proven track record but has not yet been fully commercialized due to residual risks. The funding is intended to be a bridge between R&D and market and, as a result, no funding will be given for research projects alone.

For more info, please visit:

http://ec.europa.eu/environment/eco-innovation/about/index_en.htm

You can also contact your national eco-innovation representative for info and advice:
http://ec.europa.eu/environment/eco-innovation/contactncp_en.htm

Deadline for applications is 8 September 2011.

EVENTS DIARY

June 1st	Technical and Environment Services Committee, Egham
June 2nd	Superyacht UK Technical Committee meeting, London
June 6th-8th	TC288 Yacht Harbours ISO Working Group meeting, Madrid
June 7th	Boat Safety Scheme Advisory Committee, Hatton
June 7th	Boating Alliance, Bisham Abbey
June 8th	RCD Awareness Course, Norwich
June 8th	SMART Materials Advisory Group meeting
June 8th-11th	ICOMIA Congress, Netherlands
June 9th	British Waterways Advisory Forum meeting, Hatton
June 14th	BSI GME/33 Small Craft Standards meeting, Chiswick
June 14th–16th	Seawork, Southampton
June 15th	Launch of BMF Commercial Marine, Seawork
June 16th	2nd European Maritime Research and Innovation Policy Conference, Brussels
June 20th	Sustainability, Environment and Regulatory Group, London
June 22nd	BMF/RYA Parliamentary Reception
June 26th-1st July	TC188 Small Craft Standards Working Group and Plenary meetings, Paris
June 27th	Marine Roadmapping Workshop, London
June 29th	Tourism Breakfast, Whitehall
June 30th	Boatbuilding with Composite Materials Conference, Southampton
June 30th	Marine Industry Leadership Council, London
July 5th	University of Southampton Industrial Advisory Board
July 6th	BSI SME32 WG4 Machinery meeting, Egham
August 3rd	Waterways Working Group
September 14th	MCA Safety Equipment Advisory Committee, Southampton
September 14th-15th	European Boat Design Innovation Group Conference, Coventry
September 16th-25th	PSP Southampton Boat Show

Training – Liv Whetmore
lwhetmore@britishmarine.co.uk

The Training department offer a wide range of short courses through the year.

Please see www.britishmarine.co.uk/training for details and dates of various courses or contact Liv Whetmore direct.

BMF Membership

Member Discounts

The British Marine Federation has an agreement with leading benefits provider LogBuy, who negotiate deals and discounts from leading brands nationwide and local retailers. New and improved deals are always being added to the portal, so remember to check the British Marine Federation website before you go shopping, or book that next holiday!

Discounts off products & services

From Office stationery, gym membership, clothing, TV's, gifts, iPods, children's items, insurance and so much more.

Discounts off restaurants & cultural events

From a wide selection of restaurants including nationwide chains, as well as local, independent venues. Discounts also apply on a wide selection of cultural activities, inc. theatres, concerts & comedies.

Discounts off holidays & days out

From packages, hotels, villas & cottages, as well as a huge selection of days out across the country.

And if you don't find the deal you are looking for, 'suggest a supplier' on the site and LogBuy will negotiate a deal for you.

How to access the deals?

This offer is open to all members and your employees and can be found in the Member Area of the website. Click on the LogBuy link to be directed to our BMF page.

If you require any assistance with your login to our website, please contact the membership team on 01784 223 663 or email membership@britishmarine.co.uk

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