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NO 103

TECHNICAL REPORT

INCLUDING MANUFACTURING AND ENVIRONMENT UPDATES

PROVIDING INDUSTRY GUIDANCE

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British Marine Federation

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WELCOME TO THE 103RD TECHNICAL REPORT

Our Technical Manager, Nigel Saw, has announced that he will be retiring in July this year. Nigel joined the Federation on 1st September 1998 and has become well known to many of you for his encyclopaedic knowledge of the industry and specifically the Recreational Craft Directive and associated Standards.

Nigel's extensive career within the marine industry began in 1961 with an apprenticeship at David Hillyard. He soon demonstrated his ability for building wooden yachts and general marine engineering staying at the yard for seven years. One example of his handiwork is pictured below:

Nigel joined Macwester Marine Co. Ltd. in 1968 and became works and production manager responsible for manufacture of FRP yachts up to 12 metres. Over the following 11 years he was also involved in FRP component manufacture, large composite wood/steel yachts and he also manufactured 9m aluminium yachts.

In 1979 Nigel followed his marine engineering interests and joined Mermaid Marine Engines Ltd as works and general manager. He was responsible for production and service of marine diesel engines including design, assembly and testing of diesel engines up to a power of 300kW and also implemented ISO 9002 quality systems.

Happily this broad experience was made available to benefit the wider marine industry when Nigel joined the BMF in 1998. Over the last 13 plus years he has provided expert advice on the entire range of technical issues faced by our members. He soon became a renowned expert on the RCD and this was recognised when Nigel was appointed the CEN consultant advising the European Committee for Standardisation.

Nigel is highly respected for his extensive knowledge not only by our members but also by national bodies such as the MCA, MAIB and Boat Safety Scheme, and internationally through his involvement in ISO Standard Working Groups and ICOMIA Committees.

We would like to take this opportunity to thank Nigel for his invaluable work for the Technical Team over the years which has undoubtedly greatly benefitted the UK industry. He has been an excellent colleague and will be greatly missed by all at the BMF. We wish him a long and happy retirement.

TECHNICAL REPORT #103

RECREATIONAL CRAFT DIRECTIVE

RCD Revision

The RCD Revisions continue their passage through the European Parliament with the expected date of completion still on track for autumn 2014.

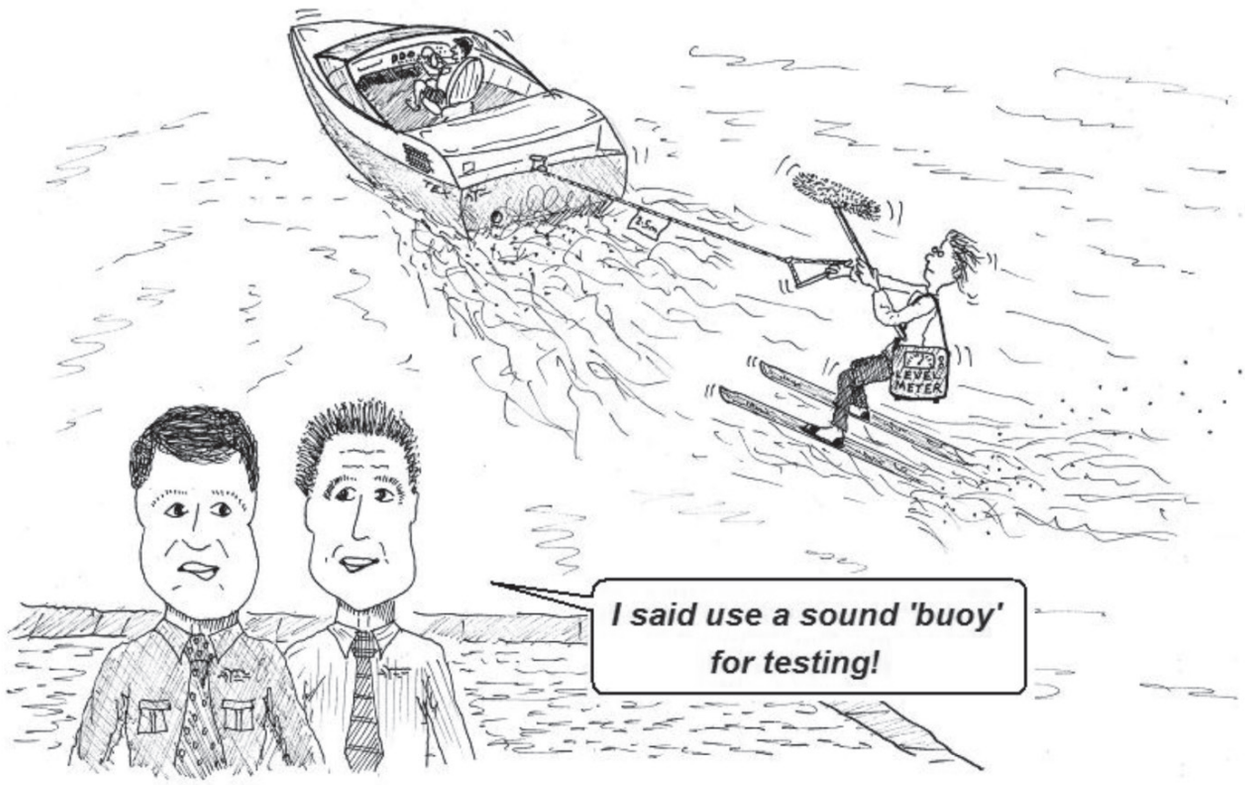
The proposals are currently being reviewed by three committees of the European Parliament, under the leadership of British MEP Malcolm Harbour, Chair of the Internal Market and Consumer Protection Committee. Mr Harbour was appointed as Rapporteur in the European Parliament to deal with the revision of the EU Recreational Craft Directive.

In January, Mr Harbour led a delegation to Dusseldorf Boot to meet with industry representatives including Alan Morgan, BMF President, and discuss the RCD proposals. Following this meeting Mr Harbour, along with input from the European Environment and Transport Committees, produced a report which set out proposed amendments to the Commission's proposals.

These proposals are currently being considered and voted on by members of the Committees involved. It will then be for Mr Harbour to finalise his report and submit it to the European Parliament for consideration. Until the Rapporteur's report is finalised, the proposals continue to be open to change and debate, before the European Parliament is asked to consider them.

The timetable has Mr Harbour's report having its final Committee discussions on 8 May. Following this, the completed report is expected to be submitted to the European Parliament in early June. It will then go to 'trialogue' discussions (the European Commission, European Parliament and European Council) and, if agreed, the Directive could be accepted at Council meeting in September 2012, and in force in 2014, after the transitional periods become mandatory from 2015.

The BMF will continue to be heavily involved in these discussion processes and will keep its members updated.



Awareness Raising – The Cartoon Series

After five years of cartoons we come to the end of the series covering the essential requirements of the Directive. The final cartoon from 'Nik and Nigel's' guide is a fitting end to mark the moving on in 2009 of Nik Parker who commissioned the series and of Nigel Saw, retiring in July, who produced the cartoons.

Essential requirement Annex 1C.1.1 Noise Emission Levels

Recreational craft with inboard or stern drive engines without integral exhaust, personal watercraft and outboard engines and stern drive engines with integral exhaust shall be designed, constructed and assembled so that noise emissions measured in accordance with tests defined in the harmonised standard shall not exceed limit values.

LARGE COMMERCIAL YACHT CODE

The MCA are in the process of developing LY3 which will be published in time for the 2012 Monaco Yacht Show. To aid this process a two day Large Yacht Code Working Group Meeting was convened on 24th and 25th April with the aim to review the proposed text in face-to-face consultation with key industry representatives, receive further comments and suggestions for improvement, and explain directly the reasons for the proposals. BMF and Superyacht UK membership had strong representation at the meeting including attendees from BMT Nigel Gee, Sunseeker International Ltd., Burgess Yachts, Oyster Marine, Ince & Co. LLP., Hill Dickinson LLP and Burness Corlett Three Quays Ltd. in addition to David Elson, BMF Technical Director.

The key topics discussed are summarised below:
Date of Entry into Force of LY3: As previously mentioned LY3 will be published in time for the Monaco Yacht Show and will come into force one year later on 1st October 2013 or on the date of entry into force of the Maritime Labour Convention if earlier. Voluntary compliance with the Code will be allowed before LY3 comes into force. Arguments were made that the Code should apply at the design or contract date but this was dismissed because this point in time is frequently not visible to the MCA.

Status of LY1/LY2 Coded Vessels: Vessels which have been or are currently under survey to LY1 or LY2 may continue to be considered under the standards in force at the time of the initial survey with the exception of the following which must comply with LY3:

- Section 13.2.7 Lifejackets;
- Section 18.1.8 Vessels of 300GT and over have LRIT fitted;
- Section 18.1.9 Vessels of 150GT and over have BNWAS fitted;
- Section 26 Manning and Personnel Certification;
- Section 29 Crew Agreements
- Section 30.2 Vessels under 500GT, Safety Management.

Maritime Labour Convention: The text of Chapters 21A, 21B & 29 has been developed by a separate Large Yacht Working Group and this group will meet again to finalise the text. The MCA will provide clarification on the applicability of the MLC following a major conversion.

Radio Chapter 16: This text has been drafted by the Red Ensign Group Technical Forum to give effect to mandatory SOLAS requirements. The significant issues with MF Radio on GRP vessels were strongly argued along with the impracticality of retrofitting this equipment after a major conversion.

Coded Vessels Operating as Pleasure Vessels: The applicable section of Annex 5 – UK National Annex will be rewritten to allow up to 36 guests and to clarify the legal position.

Vessel Size Limit: The 3000GT limit has been removed but there are certain requirements such as manning that apply differently to vessels over this size limit.

Short Range Yachts: The wind speed limit for sailing yachts has been increase to Beaufort 6, with motor vessels remaining at Beaufort 4.

Shell Openings: The freeboard to shell openings has been developed to align with Load Line requirements.

Rescue Boat: A long debate was held concerning the position of rescue boats following a number of these boats being lost when vessels are on passage. The Red Ensign Group require that the Rescue Boat should be stowed in a sheltered position aft of the aft most point of the collision bulkhead and be launched aft of the stowed position. The exact wording of the requirement will be developed.

Galley Structural Fire Protection: It was agreed that this requirement would be onerous to smaller vessels and Short Range Yachts would be exempt.

A number of other issues were discussed and at the time of going to print the official MCA meeting notes were not available so for further details contact David Elson: delson@britishmarine.co.uk

MARPOL ANNEX VI

A useful reference outlining the regulatory framework concerning exhaust emissions can be found at:
www.dieselnet.com/standards/inter/imo.php.

Vessels under 24m

As previously reported the Tier III exhaust emission requirements of MARPOL Annex VI will come into force in 2016 for engines over 130kW installed on ships operating in Emission Control Areas. Regulation 13.5.2.1 includes an exemption for "a marine diesel engine installed on a ship with a length (L) [...] less than 24 metres when it has been specifically designed, and is used solely, for recreational purposes." While this provides some relief from the requirements for recreational vessels, there is no such exemption for commercial vessels under 24m and the situation with regard to charter yachts is also unclear.

The phrase "recreational purposes" is not defined within MARPOL Annex VI so the Maritime & Coastguard Agency (MCA) could interpret this to align with the definition of a 'pleasure vessel' within the Merchant Shipping Regulations. As Charter Yachts do not fall within this definition of a pleasure vessel, the interpretation may be that the exemption within Regulation 13.5.2.1 will not apply to the charter sector.

The British Marine Federation (BMF) has held extensive discussions with engine and exhaust after-treatment companies, through the International Council of Marine Industry Associations' (ICOMIA) NO_X Working Group, and there is broad agreement that the most likely technical solution to meet Tier III emission levels will be through the use of Selective Catalytic Reduction (SCR).

The BMF has submitted a detailed justification paper to the MCA to argue that charter yachts should be included within the exemption for "recreational purposes". This paper argued that the impact of the regulations on the charter yacht market would be disproportionate and the MCA are currently considering their position.

For more details please contact David Elson:
delson@britishmarine.co.uk.

IMO Correspondence Group

In addition to the specific work outlined above, the BMF, through ICOMIA, is also taking an active part in the IMO Correspondence Group tasked with reviewing the status of technological development to meet the Tier III emission requirements. The participants of this group are predominantly member states which are the decision making bodies within IMO.

ICOMIA has highlighted the concerns of the industry to this group and certain states have also mentioned the issues of part load operation, exhaust temperature, fuel quality and space constraints. To date, however, the States involved have not submitted a position to delay the 2016 implementation date despite the strong arguments put forward by ICOMIA.

The Correspondence Group will prepare a report to submit to the IMO Marine Environmental Protection Committee for discussion at their 64th Session.

BURMA TEAK

Reproduced with the kind permission of European Boating Industry:

To support the wide-ranging reforms in Burma over the past 12 months, the Foreign Affairs Council of the EU has today decided to suspend all trade, economic and individual sanctions with the exception of the arms embargo. Sanctions, including those on Burmese teak wood, will be suspended for a period of one year but will remain under constant review. The Council also supports the reintroduction of the Generalised System of Preferences, which offers lower import tariffs for the least developed countries. The Council conclusions can be found here:

http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/EN/foraff/129703.pdf

PASSENGER SHIP DIRECTIVE

Reproduced with the kind permission of European Boating Industry:

Note on the coming revision of the EU directive on safety for passenger ships 2009/45/EC

An initial analysis of potential impact on small vessels

This note aims at presenting the current discussions relating to the revision of the EU directive 2009/45/EC as amended by the directive 2010/36/EC on safety requirements for passenger ships. Some major changes are currently under discussion and will affect companies building small passenger vessels (below and above 24m, in whatever building material). The current directive is designed for large steel passenger ships and it will be extremely difficult and onerous to transpose such requirements to small passenger ships, especially since the rules apply to both new and existing ships. Finally, the incidents concerning small passenger ships do not seem to justify the introduction of such stringent and drastic safety requirements.

Background

The EU directive 2009/45/EC as amended by the directive 2010/36/EC, is a recast and codified version of the old EU directive 98/18/EC establishing safety requirements for passenger ships.

Today, this directive applies to new and existing passenger ships with a length of 24m or more, that:

- are built in steel (or equivalent material);
- are active on domestic voyages (departure and arrival in ports of the same Member State);
- carry more than 12 passengers (under this directive, a passenger is every person other than the master, crew members and other employees, with children older than 1 year being considered passengers).

The purpose of this directive is to harmonise safety rules on domestic voyages along the lines of the requirements in place for international voyages (i.e. Convention SOLAS 1974).

Extension of the directive's scope to include all small vessels

European Boating Industry found out that the European Commission is currently working on the revision of this directive. The proposed changes could affect significantly the companies that produce small passenger vessels for the commercial market.

The first proposed change is to delete the reference to steel (or equivalent material) to cover all passenger ships of 24m or more in length built in whatever material (incl. FRP and aluminium for instance).

The second proposed change is to further extend the scope to include all existing and new passenger ships of all sizes, including those below 24m. The idea would be to create a dedicated annex for "small passenger vessels" which would encompass ships below 24m and up to approx. 35-45m and carrying max. 250 passengers. It would mean that companies building small passenger boats according to national laws would have to follow this new directive.

RED DIESEL

From 1 April 2012, HMRC have made changes to the legislation that makes it clear that use of red diesel with full duty paid for propelling private pleasure craft is permitted under UK national legislation.

Background:

At the end of 2006, the UK lost the derogation to the EU Energy Products Directive that permitted the use of rebated red diesel as fuel for propelling private pleasure craft. At that time, the BMF made strong representations to HMRC for the continued use of red diesel to propel recreational craft on the condition that full duty is paid. The BMF's reasons for this included the cost burden on the industry of changing to the supply of white diesel, the potential supply problems arising out of companies choosing not to supply fuel as a result of this cost burden and the fact that red diesel could continue to be used for domestic purposes onboard a vessel at the rebated rate.

The Government responded positively to these representations and introduced procedures in November 2008 to allow the continued use of red diesel to propel private pleasure craft on the condition that full duty is paid.

Regrettably, the European Commission subsequently challenged the procedures that the UK Government put in place. The changes to the legislation that the Government has now made are intended to clarify that the use of full duty paid red diesel for propelling private pleasure craft as permitted under UK legislation applies only to UK waters. This reflects that the UK Government only has jurisdiction in the UK and that UK law cannot affect any prohibitions or restrictions that may be applied under the law of other Member State Governments. PLEASE NOTE THAT THIS IS THE SITUATION THAT HAS APPLIED SINCE THE CHANGES THAT TOOK PLACE IN 2008.

The changes being introduced, aim to take account of the European Commission's concerns and minimise the risk for successful legal challenge. It is intended that there should not be any change to the way in which red diesel is used in the boating market.

Companies who are Registered Dealers in Controlled Oils (RDCO's) who supply red diesel to private pleasure craft users are required under the current arrangements to get any person purchasing red diesel to make a declaration at the time of purchase on the proportion of fuel being used for propulsion purposes. From 1 April 2012 the declaration changed to reflect the wording in the amended legislation.

The wording of the required declaration is now as follows:
I declare that [ ] % of the fuel purchased will be used for propelling a private pleasure craft.

I am aware that the Hydrocarbon Oil Duties Act 1979, which permits the use of marked diesel to propel private pleasure craft, only applies within UK waters. I acknowledge that nothing in that Act, or the making of this declaration, affects any restrictions or prohibitions that may apply to the use of fuel for propelling private pleasure craft outside UK waters, including any restrictions or prohibitions under the law of another Member State that apply within the waters of that Member State.

The concept of 60% for propulsion and 40% for domestic use continues to be accepted as a reasonable split of the duty to be paid that reflects most people's usage.

BMF members are reminded that it remains the purchaser's responsibility to declare the proportion of fuel used for propelling the craft and sign and make the declaration. Suppliers must retain a copy of the declaration in their records.

HMRC recognises that the changes are being brought in at short notice and where, for example, suppliers have the declaration incorporated into pre-printed stationery, it may take some time to reflect the changes fully.

SEACOCKS

Much has been written both in the UK and in Germany in past months about the failure of seacocks, the Recreational Craft Directive (RCD) and the standards produced by the International Standards Organization (ISO).

The UK boat building industry, represented by the British Marine Federation (BMF), and the International Council of Marine Industry Associations (ICOMIA) takes an active part in producing and maintaining the various ISO standards that support the essential requirements of the RCD. The involvement by these organisations, as well as other trade and standard making bodies around the world, are motivated by the desire to ensure fair-trade thought Europe and the need to produce craft that meet the expectations of both the regulators and consumers alike.

The RCD has four 'Essential Requirements' that relate to seacocks, ER 3.1 deals with the need for the craft to be strong enough in all respects, ER 3.3 deals with buoyancy and flotation. ER 3.4 deals with openings in hull and deck and ER 3.5 deals with flooding. These essential requirements are referenced in an Annex ZA to the European version of the ISO standard referred to as the 'Harmonised' standard that is quoted in the Official Journal of the European Union.

Over ten years ago reports of seacock failure were brought to the attention of the boat building industry and the need to use the appropriate material for seacocks and to take into account other factors such as electrolytic action. The ISO standard ISO 9093-1 for metallic seacocks was first published in 1998 and has been reviewed and published without change ever since that time. ISO standards are developed by international committees for use by any person in the world. Although the official language is English they are also translated into other languages and are written to avoid misunderstanding and ambiguity. However the wording of these standards needs careful study, as it may be that without an understanding of the meaning and intent of any particular clause a wrong interpretation can be made.

The use of these 'harmonised' standards that have been approved as meeting the essential requirements of the RCD is however not mandatory and boatbuilders are free to use any material they consider appropriate. It still of course remains a requirement that the whole craft meets the requirements of the RCD.

Within ISO 9093-1 are three clauses dealing with material selection. Clause 3.3 of the standard defines 'corrosion resistant' as being *"material used for a fitting which, within a service time of five years, does not display any defect that will impair tightness, strength or function"*. This means exactly what it says in that there should be no signs of deterioration when used in the specific application within five years, it is certainly not suggesting that this is the life of the fitting! Clause 4.1 within the standard deals with the selection of materials and states *"The materials used shall be corrosion resistant or shall have protection against corrosion, taking into account the various and changing media that pass through the fitting"*. Again no time limit is quoted or suggested. The third clause 4.2 dealing with material combinations requires *"The combination of different materials shall take into consideration the possibility of galvanic action."* It is considered

that many corrosion related failures may be due to galvanic action and there has been an increasing number of problems reported as being due to electrolytic action particularly with the increasing amount of electrical equipment being installed.

In the case of the articles and letters about the premature failure of seacocks the cause of these failures has been blamed upon the RCD, the ISO standards, and the boat building industry in general. From the evidence presented it appears that failures have been due to the incorrect selection of materials and/or installation and not as result of using seacocks certified to meet the ISO standard 9093-1.

FRP FIBRE REINFORCEMENTS WITH VESSELS SUBJECTED TO FIRE

Some considerations by David M. Cannell, Naval Architect and Marine Surveyor:

In the early days of glass reinforced plastic construction, up until the 1960's, vessels were built of almost exclusively polyester resin reinforced with random fibre mat – chopped strand mat. It was known at that time that when these vessels were subjected to an intense fire, the structure was usually completely destroyed, or at least burnt to the waterline, whereupon the vessel sank.
Later, woven glass cloths were introduced, the most common of which being a 24 oz woven roving – approximately 800 g/m2. These vessels were found to survive much better in severe fires, particularly when the woven roving was taken over the top of transverse frames and longitudinal stringers.

Later, various military authorities carried out development work on FRP structures, largely for the design of minesweepers and mine hunters. Apart from potential structural problems attaching secondary structure to the main shell to hold in place in the event of underwater explosion, it was also found that by using exclusively woven cloths of various weights, the vessels had a high resistance to fire damage. This was found to be better than aluminium alloy structures without any additional fire protection added. These military vessels tended to be the largest FRP vessels built at that time, by a considerable margin, being perhaps 50 m in length, where the largest FRP yachts at the time were approximately around 25 m length. FRP motor yachts, and in some cases, commercial and military craft, are now being built to a length of 45 m and greater and are of extremely high value, compared with the largest FRP vessels built in the 1970's. It has been found that in the event of a fire aboard the more recent built vessels, the vessel will often become a total constructive loss, completely burning out, leaving relatively little of the hull and deck structure intact, if the fire is not tackled very quickly.

Clearly, one of the greatest problems insofar as fire resistance on a modern yacht, is the use of highly flammable materials throughout the fit out, with vessels largely relying on fire detection and fire fighting systems fitted, although many vessels of considerable size still rely on hand extinguishers and the like to tackle effectively only a relatively small fire, except perhaps in the case of the engine room.

It would seem that one of the more fundamental changes in structure is the use of unidirectional reinforcements, often lightly held together, producing biaxial or quadraxial glass cloths. These reinforcements, although providing improved strength and stiffness characteristics for the laminate, they give effectively nothing insofar as fire protection to the main hull structure. It is clear that fires aboard vessels built of combination cloths using these unidirectional reinforcements burn continuously with the reinforcement falling away as the fire progresses through the resin supporting the combustion, resulting in total destruction of the structure, similar to problems encountered in the 1960's, using only chopped strand mat reinforcement.

It is appreciated that saving weight and materials in hull and deck construction can be of prime importance in high speed motor yacht design, but I would suggest that perhaps the resistance to total destruction in the event of a fire might be reconsidered. There is little necessity using these unidirectional materials throughout the construction on displacement speed vessels and indeed sailing vessels, except for ultra-lightweight sailing vessels built for competition. Perhaps a prudent builder might consider incorporating a heavy woven roving material in the glass layer of shell laminate, perhaps draped over a structure where possible. No doubt structure designers will propose some valid and less valid reasons why this should not be applied but perhaps the overall resistance of very high value vessels to total constructive loss in the event of a serious fire should be further explored.

RESCUE BOAT CODE

The Maritime and Coastguard Agency, in cooperation with stakeholders in the voluntary rescue boat sector, through a working group, has developed a "Code of Practice for Open Rescue Boats". Final technical and editorial amendments are being considered prior to printing.

The Code of Practice applies to open Rescue Boats of less than 15 metres in length, which are one of the following:

- Boats fitted with a buoyant collar;
- Inflatable Boats;
- Rigid Hull Boats;
- Rigid Inflatable Boats;

and which are operating for the 'public good', either on a voluntary or professional basis and which are engaged specifically for a rescue activity; and which carry 12 or fewer passengers.

All HMCG Declared Facilities which are less than 15m in length should meet this Code.

It represents best practice and recommends that other organisations operating open rescue boats of less than 15 metres in length on a non commercial basis (for example those operated by lifesaving/life guarding clubs) should follow this Code. The Code does not apply to safety boats which are used to support water-based activities and which are not for the general 'public good'. Nor does this Code apply to rescue boats which are in commercial use.

PORTABLE APPLIANCE TESTING

Myth:
All office equipment must be tested by a qualified electrician every year.
HSE July 2007.

The reality:
No. The law requires employers to assess risks and take appropriate action.

HSE's advice is that for most office electrical equipment, visual checks for obvious signs of damage and perhaps simple tests by a competent member of staff are quite sufficient. Portable appliance testing (PAT) is the term used to describe the examination of electrical appliances and equipment to ensure they are safe to use. Most electrical safety defects can be found by visual examination but some types of defect can only be found by testing. However, it is essential to understand that visual examination is an essential part of the process because some types of electrical safety defect can't be detected by testing alone.

A relatively brief user check (based upon simple training and perhaps assisted by the use of a brief checklist) can be a very useful part of any PAT scheme. However, more formal visual inspection and testing by a competent person may also be required at appropriate intervals, depending upon the type of equipment and the environment in which it is used.

The Electricity at Work Regulations 1989 require that any electrical equipment that has the potential to cause injury is maintained in a safe condition. However, the Regulations do not specify what needs to be done, by whom or how frequently (ie they don't make inspection or testing of electrical appliances a legal requirement, nor do they make it a legal requirement to undertake this annually). There is no legal requirement to label equipment that has been inspected or tested, nor is there a requirement to keep records of these activities. However, a record and/or labelling can be a useful management tool for monitoring and reviewing the effectiveness of the maintenance scheme – and to demonstrate that a scheme exists.

The person doing testing work needs to be competent to do it. In many low-risk environments, a sensible (competent) member of staff can undertake visual inspections if they have enough knowledge and training. However, when undertaking combined inspection and testing, a greater level of knowledge and experience is needed.

Further information is available on the HSE website: http://www.hse.gov.uk/electricity/faq-portable-appliance-testing.htm where the following documents may be freely downloaded.

- Maintaining portable and transportable electrical equipment
- Maintaining portable electric equipment in offices and other low-risk environments

ITALY: OWNERSHIP TAX FOR ITALIAN OWNED VESSELS

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As of 1 May 2012, Italy has applied a new ownership tax to Italian owned vessels (and not foreign owned vessels, private or commercial, chartering and cruising in the Italian waters). Craft belonging to hire or lease companies will also be exempted from payment of the tax. The new law aims at Italian owners as follows:

- Italian owners will be required to pay an annual fee according to the boat's length (starting at 10m) and the number of days which it remains in Italian waters.
- Sailing boats will have a 50% discount compared to motorboats, and the boat's age will provide an additional discount.

The Italian Trade Association, UCINA, confirmed that the foreign owners of boats are exempted from paying the new ownership tax.

CONSULTATIONS

Certificate of Competence for MCA STCW 95 Master (Work Boat) <500GT.

This consultation can be found at:
http://www.dft.gov.uk/mca/mcga07-home/shipsandcargoes/consultations/mcga-currentconsultations/consultation_on_workboat_mgn.htm

This CoC has been developed by the National WorkBoat Associations' Training Committee (NWATC) to respond to the demand by the maritime construction and alternative energy sectors for larger vessels to carry out work that could be referred to as 'workboat' tasks.

Recreational Craft Directive

This consultation, run by the Department for Business, Innovation and Skills, sought views on the European Commission's Proposal for a Directive on Recreational Craft and Personal Watercraft (the Proposal). The consultation ran from 11 November 2011 to 11 February 2012.

The BMF responded to the five core areas of the consultation, setting out the industry's position on:

- exhaust emission targets
- post construction assessment
- the definition of "watercraft built for own use"
- the definition of "partly completed watercraft"
- including large canoes and kayaks in the scope of the Directive

The BMF also highlighted the industry's position regarding:

- exhaust and sound emission limits not being tightened beyond those within the proposal
- clarification of the use of "standards" in the Directive
- the CE marking of engines

MERCHANT SHIPPING (M) NOTICES AND SAFETY ALERTS

MGN 437 (M) Small Commercial Vessel Codes of Practice: Revision of Sections 4.4 and 11

Notice to all Small Commercial Vessel owners, managers, operators, skippers and Certifying Authorities.

During the consultation process for the harmonisation of the Small Commercial Vessel Codes of Practice, section 11 "Intact Stability" was revised. This MGN provides details of these revisions.

MGN 440(M) Measures to Counter Piracy, Armed Robbery and Other Acts of Violence against Merchant Shipping

Notice to all Ship Owners, Ship Operators, Masters and Crew

This Marine Guidance Note (MGN) provides links to websites containing information countering Piracy, Armed Robbery and other Acts of Violence against Merchant Shipping. The UK Government has changed its policy on the use of armed guards onboard UK flagged ships and recognises that the engagement of armed guards is an option to protect human life onboard UK registered ships from the threat of piracy, but only in exceptional circumstances and where it is lawful. This MGN includes a link to DfT's Interim Guidance to UK Flagged Shipping on the use of Armed Guards to Defend Against the Threat of Piracy in Exceptional Circumstances, in support of the above change in policy.

MGN 441 (M+F) Changes to MCA's 2002 SOLAS V Publication, arising out of amendments to SOLAS Chapter V.

Notice to all Shipowners, Ship Operators, Ship Managers, Classification Societies, Masters and Officers

This Notice details amendments to Chapter V of the Safety at Life at Sea (SOLAS) Convention. These amendments have been adopted by the International Maritime Organization's (IMO) Maritime Safety Committee (MSC), and have been implemented by the United Kingdom on 31st December 2008. This Notice gives guidance as per MSC.1/Circ.1295, 1298 and 1307 regarding the survey, certification and compliance of ships that are required to transmit Long Range Identification and Tracking (LRIT) information.

MGN 442 (M) Alternative Training Standards for Crew Taking Part in Helicopter Operations on Large Commercial Yachts

Notice to all Yacht Captains, Yacht Managers, Training Providers, Yacht Crew involved in Helicopter Operations

This document provides guidance on the alternative training standards for Helicopter Landing Officers (HLOs) and Helideck Landing Assistants (HDA) working on large commercial yachts with helicopter decks complying with the Large Commercial Yacht Code or the Code of Practice for Yachts Carrying 13 to 36 Passengers (The Passenger Yacht Code).

MIN 419 (M) Spectator Craft Attending the London Olympic Games 2012 and London Paralympic Games 2012

Notice to all owners, operators and Master's of all spectator craft and other vessels attending the London Olympic Games 2012 or the London Paralympic Games 2012.

All vessels being used to attend the Olympic and Paralympic Sailing Regattas that are not private "pleasure vessels" will be required to carry an appropriate certificate for the activity being undertaken to demonstrate that they have been surveyed and found to comply with the relevant requirements. Certain pleasure vessels will also be required to carry certification. Owners/ operators of vessels being used to attend the sailing regattas may arrange to have their vessel inspected prior to attending to avoid inconvenience during the events.

MIN 422 (M) Insurance - Directive Requiring Shipowners of Seagoing Vessels over 300 GT to Maintain Liability Insurance

Notice to all owners of sea-going ships and other persons and organisations responsible for the operation of ships

The main purpose of this MIN is to notify stakeholders of the forthcoming entry into force of Directive 2009/20/EC of the European Parliament and of the Council of 23rd April 2009 on the insurance of shipowners for maritime claims (the Insurance Directive).

MIN 423 (M) Revalidating a Certificate of Competency: New Requirements for Masters and Officers

Notice to all owners, operators, managers, Masters and officers of merchant ships

The regulations for the revalidation of an STCW Certificate of Competency are currently being revised. Pending the revision, this note provides information on the new requirements for Masters and Officers of merchant ships to revalidate their STCW Certificates of Competency.

MIN 424 (M) Life-Saving Appliances; Lifeboats, Rigid Rescue Boats, Launching Appliances and On-load Release Gear - Acceptance of Service Suppliers

Notice to all Shipowners, Ship Operators and Managers, Masters, Officers and Crews of Merchant Ships

This Marine Information Note provides guidance on the acceptance of Service Suppliers, to work on lifeboats, rigid rescue boats, launching appliances and on-load release gear on-board UK ships. Service Suppliers other than the Original Equipment Manufacturer, carrying out the thorough examination, operational testing, repair and overhaul of lifeboats, rigid rescue boats, launching appliances and on-load release gear should be authorised to do so.

MIN 426 (M+F) ECDIS – Testing for Apparent Anomalies

Notice to all Ship Masters, Fishing Vessel Skippers, Shipping Companies, Ship and Fishing Vessel Operators, Nautical Colleges and Third Party ECDIS Training Service Providers, Notified Bodies, and ECDIS Equipment Manufacturers.

For safety reasons, ECDIS users must test their systems and submit a response to IHO and the MCA without delay and no later than 30 April 2012. Anomalies can affect safety of navigation and it is important that ships using ECDIS as a primary means of navigation (PMN) or navigation situational awareness (SA) aid know in detail any operating limitations that their equipment may exhibit, and what mitigation measures are in place under the International Safety Management (ISM) Code.

MIN 427 (M) Lifejackets - Withdrawal of General Exemption to Carry Lifejackets on Class V Vessels on Inland Lakes

Notice to all Shipowners, Ship Operators and Managers, Masters, Officers and Crews of Class V Vessels

This Marine Information Note is to inform the industry that the previous provision from 1993, which exempted certain vessels on Inland Lakes and Lochs from the requirement to carry lifejackets, has been revisited in the light of safety policy developments in the intervening period, and has been withdrawn as of the 1 April 2012.

MSN 1735 (Amendment 5 Correction 1) (M+F) Type-Approval of Marine Equipment (UK Nominated Bodies)

Notice to all Manufacturers, Shipbuilders, Shipowners, Ship Operators and Managers, Designers and Marine Consultants, Masters and Officers of Merchant Ships, Skippers of Fishing Vessels and Owners of Yachts and Pleasure Craft

This Notice corrects MSN 1735 (M+F) Amendment 5.

MSN 1832 (M) The Merchant Shipping (Port State Control) Regulations 2011

Notice to all Shipowners, Agents, Operators, Masters, Seafarers, Pilots and Port Authorities

This notice provides information on the Merchant Shipping (Port State Control) Regulations 2011 which implement Directive 2009/16/EC in UK law.

BRITISH, EUROPEAN AND INTERNATIONAL STANDARDS

Revision of standards

A number of International standards that support the Recreational Craft Directive are being revised due to the introduction of bio fuel and the increasing use of high speed common rail diesel engines. Two hose standards ISO 8469 non-fire resistant and ISO 7840 fire resistant hose have been revised to take into account the use of bio-fuel. The diesel engine mounted electrical and fuel component standard, ISO 16147, has a proposed amendment that requires the highest return fuel temperature to be stated in the owner's manual and whether a fuel cooler is required, specifically if thermo plastic fuel tanks are fitted.

A proposed revision of ISO 14895, liquid fuelled galley stoves, has been accepted as a new work item to include the installation requirements for remote mounted cabin heaters and diesel fuelled galley stoves and heaters with remote fuel systems. A working group meeting is planned to take place at this year's ISO Plenary in Joure in the Netherlands during the week of the 25th June.

ISO 6185-3, Inflatable boats less than 8m with engine power greater than 15kW, is under revision with proposed changes affecting stability testing, buoyancy volume and seating arrangements. A further working group meeting is also planned in the Netherlands during June.

After the cancellation of the revision of ISO 9094 fire protection, a new work item has been proposed to proceed with a revision.

ISO 10239 LPG installations is under review with a working group meeting planned for June.

BMF/BMEA member Paul Holland of Energy Solutions attended the final working group meeting in Florida of the two electrical standards ISO 10133 d.c systems and ISO 13297 a.c systems and obtained agreement on the use of RCD's in place of ELCI's and the recognition of IEC standards for circuit breakers. This will assist the European builders in being able to source European products as well as US only approved items.

Report to BMF / BMEA on ABYC standards week (electrical), Tampa, Florida. W/C 23rd Jan 2011.
Paul Holland of Energy Solutions attended the ABYC Standards Week on behalf of BMEA in order to ensure that UK interests were represented during important discussions held within the Committees. The report of the week is reproduced below:

Electrical Components Committee
This group (and a sub group) had been working on a standard A-32 for AC Power Conversion equipment and systems and also a standard for ELCI (Earth Leakage Circuit Interrupters) – S31.

A-32
The purpose was to introduce standards that covered the emerging technologies related (mainly) to shore power systems. The standard covered the areas of:

- AC Shore power converters
- AC Shore power voltage regulators
- Electrical interlocking
- Backfeed protection
- Seamless transfer between power sources
- Parallel operation of power sources

The only changes made to the draft standard were of an editorial nature. The only external 'genuine' standards that were referred to were IEC standards relating to shore power converters.

S-31
This standard had already been delayed from implementation as no products had come to market that met the standard and worked. The intention is that every shore power system on any boat built to ABYC would have an ELCI on the incoming shore-power supply. This is in addition to any breaker that may be required (which is dependent on the distance of the main panel board from the inlet).

The group had defined a protection device from scratch and when manufacturers had produced these devices it was found that they were tripped by VHF radios and other RFI.

Dave Potter (Top Logic – New Zealand) and Paul Holland (UK) suggested the alteration of the standard to allow the use of an RCD in place of the ELCI. They explained that RCD's were used, almost without exception, on boats in Europe and the rest of the world and did not appear to suffer from this type of problems. There was some discussion about having some boat testing done but Paul suggested to the meeting that this had already been done by the hundreds of boats built in Europe for the US market that will have been fitted with RCD's. These boats are not suffering from nuisance tripping.

The suggestion was accepted and now RCD's will be allowable as a protection device on incoming shore cords. This will make it much easier and cheaper for European manufacturers to meet ABYC as the ELCI devices are not readily available here and are very costly.

The other concession to the standard was for installations that have an isolation transformer within 10ft of the shore inlet. These installations will not require an ELCI / RCD.

Electrical committee
This group had been working on a standard revision of the main ABYC electrical standard E-11 which was overdue for revision. Again the draft of the revised standard has been seen before and the majority of it went through without significant changes.

The main area of contention was the introduction of standards that related to high frequency isolation transformers. This had been looked at by a subcommittee chaired by the owner of Wards Electrical in Fort Lauderdale. They had proposed an IEC environmental and safety standard that the product should comply to and the group respected the judgment of the subcommittee.

Paul Holland (UK) and others decided to attempt to get a further concession in the standard relating to circuit breakers and were set a task of proposing an appropriate international standard as an alternative to UL 1077 and 489. After some consultation they proposed IEC 60898 Part 2 and this was submitted to the meeting on the Thursday and accepted. This means that European manufacturers, when using DIN style circuit breakers, can now use standard European product (provided it has the correct interrupt rating) instead of UL 1077 or 489. This is a considerable saving.

Next Steps:
Both of these standards are now being published with the changes made at the meetings. These will then be voted on by the committee members and the expectation is that both standards will be 'live' by August.

STANDARDS LISTING

Standards Listing

RCD AND ASSOCIATED STANDARDS - MAY 2012

Abbreviations:

ISO	*International standard - normally published as EN and BS after publication as ISO*
BS	*British Standard*
DIS	*Draft International Standard*
NP	*New Project*
*	*Indicates standard has been harmonised and meets Essential Safety Requirements*
EN	*European Norme (Standard)*
FDIS	*Final Draft International Standard*
CD	*Committee Draft - Not for general distribution*
WD	*Working Draft - Not for general distribution*
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 change of 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	Under review
BS EN ISO	6185-4	2011	Inflatable boats 8m to 24m power 15 kw and greater	Published
BS EN ISO	*7840	2004	Fire resistant fuel hose	Under review
BS EN ISO	*8099	2001	Holding tanks	Published
BS EN ISO	8178-1	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	8178-2	1997	ditto - Measurement of gaseous and particulate exhaust emissions on site.	
BS EN ISO	8178-3	1994	ditto - Definitions and methods of measurement of exhaust gas smoke under steady state conditions.	
BS EN ISO	8178-4	1996	ditto - Test cycles for different engine applications.	
BS EN ISO	8178-5	1997	ditto - Test fuels	
BS EN ISO	*8469	2006	Non-fire resistant fuel hose	Under review
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	Published
BS EN ISO	*8848	1993	Steering - push pull cable for all craft types	(BS EN 28848) due for revision
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	Current
BS EN ISO	*9094-2	2002	Fire protection 15-24m	Current
ISO CD	**9094**		**Fire protection**	**New work item**
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
BS EN ISO	*10133	2008	Electric systems - extra low voltage d.c	Under review 2nd DIS
BS EN ISO	*10239	2008	LPG system	Under revision

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	Published
BS EN ISO	12215-6	2008	Structural arrangements	Published
ISO FDIS	**12215-7**	**2008**	**Scantlings - Multihulls**	**Delayed**
BS EN ISO	12215-8	2009	Scantlings - Rudders	Published
ISO FDIS	12215-9	2007	Appendages and rig attachments	Awaiting Publication
BS EN ISO	*12216	2002	Windows and hatches	Published
BS EN ISO	12217-1+A1	2009	Stability - Non-sailing boats > 6m	Published
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 2nd DIS
ISO	13342	1995	Outboard motor static thrust measurement	Only of interest to outboard engine manufacturers
BS EN ISO	*13590	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 test**	**Under review**
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 Under Review**
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 Under revision
EN	60092-507	2000	For 3-phase electrics only	Revision not harmonised

Other Standards

STATUS	NUMBER	YEAR	TITLE	COMMENTS
BS PD	5482-3	2005	CoP LPG installations in boats and yachts	Revision of BS 5482-3 - no presumption of conformity
BS	8511	2010	CoP 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	56158		Electric propulsion sysytems	Under development
ISO	12133	2012	Carbon Monoxide detecting systems	Awaiting publication

Large Yacht Standards

Project Number	Project	Comments
ISO/NP 11208	Windows and port lights – Security requirements	Awaiting New Work Item Proposal.
ISO/DIS 11209	Deck crane and access gangways strength requirements	Draft International Standard approved.
ISO/DIS 11336	Strength, weathertightness and watertightness of glazed openings	
Part 1	Design criteria, materials, framing and testing of independent glazed openings	Final Draft International Standard (FDIS) stage.
Part 2	Framing	Awaiting New Work Item Proposal.
Part 3	Quality assurance, installation and in-service inspection	Awaiting New Work Item Proposal.
ISO/FDIS 11347	Measurement and analysis of the visual appearance of coatings	Final Draft International Standard (FDIS) approved.
ISO/NP 14884	Weathertight Doors – Strength and Weathertightness requirements	New project approved but limited input from Working Group.
ISO/CD 14885	Machinery – Main and Auxiliary Diesel Engines – Safety Requirements	Committee Draft Ballot closed April 2012.
ISO/CD 14886	Large Yachts - Structural fire protection for FRP yachts	Committee Draft Ballot closed April 2012.
ISO/NP N45	Yachts Recycling	Project under TC8 Working Group 1.
ISO/CD 16556	Deck equipment - Anchoring Equipments	Committee Draft Ballot closed May 2012.

MANUFACTURING NEWSLETTER #18

UK MARINE SUPPLY CHAIN CONFERENCE

Ninety delegates attended the BMF Supply Chain Conference on 20/21 March which brought the leisure and commercial marine industries together to encourage new business opportunities. This successful event was organised by the British Marine Federation (BMF) with support from a Supply Chain Working Group and sponsorship from the Technology Strategy Board (TSB).

14 buyers from the UK's leading leisure and small commercial boatbuilding companies took the opportunity to meet with 50 UK suppliers from marine, automotive and motorsport equipment companies and a number of Government support agencies. Buyers came from Sunseeker International, Oyster Marine, Princess Yachts, Fairline Boats, RNLI, Gunfleet Marine, Rustler Yachts and Discovery Yachts and from commercial marine: Goodchild Marine Services, Mustang Marine, Buckie Shipyard, Holyhead Marine Services, Marine Specialised Technology and Griffon Hoverwork.

This inaugural conference is part of the ongoing BMF initiative to support marine manufacturing companies, and delegates benefited from excellent networking opportunities as well as the chance to take part in the UK only 'Meet the Buyer' event. This comprised over 220 business meetings with existing and potential suppliers which provided a highly cost effective forum for doing business. There was good cross sector participation with several automotive and motorsport manufacturing, engineering and training service suppliers alongside the marine supply chain.

A range of speakers participated in the parallel seminar programme to show how UK boatbuilders and their suppliers can work more effectively together. They represented organisations that can provide support to these businesses, whether large or small, including the Technology Strategy Board, the main sponsor of the event, SEMTA, the industry's Sector Skills Council, the Manufacturing Advisory Service and the Transport and Materials Knowledge Transfer Networks.

There were presentations on supply chain development from Mike Goatley of ZF Services UK, who cover all transport sectors, and Mike Chalkley of Griffon Hoverwork. For automotive, Greg Dixon-Smith of the Morgan Motor Company described their recreation of the Morgan Three Wheeler which has proved an instant success as a niche vehicle that has synergy with luxury marine craft whereby purchase is discretionary and so appeals to those seeking bespoke individuality, craftsmanship and lifestyle fun. This new car using Morgan's existing and some new suppliers was also generating significant export business which is another area where high quality UK brands in both automotive and marine products excel.

David Elson, the BMF's Technical Director said: "We are pleased to have brought together such a large group of very influential people to meet, network and discuss business opportunities. Organising such networking events is a vital part of our role and one of the membership benefits, as is our Supply Chain initiative which is an important part of the work that the BMF is doing to focus support on the Marine Manufacturing Sector. We have received very positive feedback on our first Marine Supply Chain Conference. This opportunity proved to have been very successful for both the boatbuilders and equipment suppliers from the various sectors who participated."

Following the success of this event the BMF sought the views of members with a questionnaire about priorities for developing the supply chain initiative. The emphasis will be supporting the predominantly SME marine supply chain and helping them and the major UK boatbuilders to compete more successfully through collaboration and by drawing on the knowledge and capability in other UK engineering sectors. The feedback from delegates has been overwhelmingly positive, although many would prefer the seminar and meetings not to clash which will be noted in future. Further information including speaker presentations can be found on the BMF website at:
http://www.britishmarine.co.uk/what_we_do/technical/manufacturing/supply_chain.aspx

ADVANCED MANUFACTURING SUPPLY CHAIN INITIATIVE – MARINE SECTOR

This is a brief overview of the national competition announced in March 2012 established to support the global competitiveness of advanced manufacturing supply chains. At the centre of this is a fund of up to £125 million (from the Government's Regional Growth Fund and Department for Business, Innovation and Skills) which will provide a flexible package of support (grants and loans) with the aim of helping existing supply chains grow and achieve world class standards while encouraging major new suppliers to set up and manufacture here.

The initiative is based on an existing bid to the Government's Regional Growth Fund (RGF) led by a consortium of four Local Enterprise Partnerships (LEPs) and Birmingham City Council which focused on the automotive and aerospace sectors. This initiative is building on the successful RGF bid put forward by this consortium but now has a national and much wider remit in terms of sectoral coverage with the involvement of the Technology Strategy Board. There is now scope for the UK marine industries to enter the competition.

By definition, within the context of this initiative, supply chains are the companies involved in parts or services which contribute to a finished product. Those companies assembling or distributing finished products to retail markets are usually at the top of the supply chain and often referred to as "prime" companies (e.g. OEMs – original equipment manufacturers) or Tier 1 (companies which supply the primes directly). Primes / top tier companies are often involved in the overall design of a product as well as in the R&D stages. Within supply chains a range of SMEs and mid-sized businesses make a significant contribution to the finished product and play a crucial role in the effectiveness and success of the production process and quality of the end product.

The aim of this initiative is to increase the potential growth of the UK manufacturing sector by addressing market failures. It seeks to deliver this by improving the competitiveness of supply chains to globally competitive levels as well as attracting new manufacturers to be based here. By market failure it is meant that the market by itself is not leading to an efficient outcome and government intervention and support can be justified. For example, there may be benefits to a project which go wider than the companies considering investing in it. The companies, therefore, may not invest at all or invest as much as is desirable from the perspective of the wider sector or economy.

At the centre of this Competition is a £125m fund to support projects which deliver economic growth and generate or safeguard jobs. These imperatives will also be key in the overall assessment of projects. Applications must be in established advanced or high value manufacturing sectors, or in newer growth areas where the UK is well placed to take a global lead, such as energy renewables and other low carbon sectors. The competition adopts a flexible approach to funding (grants and loans) and is designed to promote closer collaboration within the supply chain and to address market failures. In practical terms, funding will be available to support the projects in the following areas, subject to the normal State Aid rules:

- the purchase of capital equipment;
- R&D activity which improves manufacturing equipment, systems or processes; and,
- specific training and skills development to support the project.

There is a limited timetable for the competition with two rounds closing in June and September 2012. The BMF is already assessing the opportunities for the leisure and small commercial boatbuilding sectors and their supply chains, and those not engaged in the process and seeking further information can contact Adrian Waddams or visit the TSB website and look up under "competitions" at http://www.innovateuk.org/

SOUTHAMPTON MARINE AND MARITIME INSTITUTE LAUNCH

The Southampton Marine and Maritime Institute was launched at the University of Southampton (UoS) on Tuesday 27 March. It was an exceptional event which attracted about twice as many as expected from across marine and maritime disciplines, from marine archaeologists and historians, to equipment manufacturers, shipping companies, researchers in oceanography, naval architecture, maritime law, coating technologies and materials.

The Institute is a result of collaboration between the University of Southampton and Lloyd's Register that is set to become a world-leading centre for innovation, business and education in marine and maritime activities. In 2014 the redevelopment of the University's Boldrewood Campus will be complete and Lloyd's Register will move a substantial part of their operations from London to be located alongside University of Southampton's marine expertise.

After a welcome from Prof Philip Nelson, Pro Vice Chancellor for Research, ten speakers were given just 4 minutes each to demonstrating the breadth of the UoS in working with those outside the academic community as well as its academic excellence. They were:

- Tom Boardley, Marine Director, Lloyd's Register spoke of LR's commitment to ensuring safety of life at sea and protecting the ocean environment, addressing challenges such as cutting emissions and cleaning ballast water.
- Paul Boissier, Chief Executive of RNLI spoke of the benefits of their Advanced Technical Partnership with UoS.

- Professor Ian Wright represented the National Oceanography Centre, an integrated collaboration between UoS and NERC.
- Dr John McAleer, Curator of Imperial and Maritime History at the National Maritime Museum, Greenwich, told us about their collaborative work with UoS.
- Patrick Griggs, CBE, a consultant from Ince & Co praised the work of the Institute of Maritime Law at UoS.
- James Grazebrook, OBE, Executive Chairman of Halyard, expressed his gratitude for the contribution of UoS's Institute of Sound and Vibration Research (ISVR) to Halyard's success as a manufacturer of innovative marine exhausts and silencers.
- Mark Russell, Managing Director of CJR Propulsion described the KTP (Knowledge Transfer Partnership) with UoS in computational fluid dynamics as highly significant in improving their business in terms of sales and revenue.
- Prof Ichiro Araki, Professor of Law at Yokohama National University, represented the Port-city Universities League.
- Prof Yan Xinping, Vice President of Wuhan University of Technology represented UoS' collaboration with China.
- Amelia Astley, a PhD student in Marine Archaeology expressed her enthusiasm for the opportunity given her to do ground-breaking research in a cross disciplinary environment.

There followed an address by Richard Sadler, Chief Executive of Lloyds Register and the industry Co-chair of the Marine Industries Leadership Council who pertinently said that "the old way of time testing solutions is past" and that we need to understand the science to be confident of ensuring the safety of life at sea. The Science Minister, David Willetts, encouraged us to be proud of our great maritime inheritance and unveiled a plaque, completing the launch of the SMMI.

Under the Direction of Professor Ajit Shenoi the SMMI will provide a focal point for industries, businesses, universities and organisations around the world to conduct leading edge research on a collaborative basis. By crossing the traditional boundaries between the disciplines and working in collaboration, SMMI's research will address some of the most important global challenges in climate change, transport, energy and the environment. Their mission is to have a transformational impact on society globally through research, innovative ideas and solutions, as well as supplying highly skilled graduates for the marine and maritime sectors. www.southampton.ac.uk/smmi

TRANSPORT SYSTEMS CATAPULT LAUNCHED

Catapult is the name for a network of new Technology and Innovation Centres, designed to transform great research rapidly into commercial success. The National Composite Centre is one of seven centres within the existing High Value Manufacturing (HVM) Catapult and further Catapults announced in the March Budget include the Transport Systems Catapult. The principal aim of the Transport Systems Catapult will be to drive economic growth by enabling business to develop products and services to address the challenges facing the transport system of the future covering road, rail and marine sectors.

Catapults are to be challenge-led; they will help businesses to innovate by developing new solutions and products to meet current and future market needs, not by developing technology for technology's sake. To set up the Catapult Centres, the Technology Strategy Board(TSB) is focusing on technology areas where the need, the opportunity and the capability come together to make a Catapult the right answer at the right time – creating a long-term strategic resource that does not currently exist. The TSB is working closely with the business and research communities to focus efforts and ensure successful centres are created.

For the Transport Systems Catapult a business plan is being prepared to be considered by the TSB Board in July. During 2011 the TSB consulted stakeholders, including Marine Industries Leadership Council members and further information on the scope and vision should be available now or soon. "Registration of Interest" will also open shortly, and there are organisations already preparing to bid to run the Catapult. The assets, skills and capabilities offered will be considered with the TSB. The Transport Systems Catapult is expected to have a significant budget of many £millions and will be 50/50 TSB and industry funded. The new Catapult could be established in more than one location as is the case with the 7 centres in the HVM Catapult, both to cover the scope required and to address the needs of the different transport sectors.

Getting involved with the Catapult? The registration of interest when announced soon is intended to attract big industry players and academic institutions if not already engaged in discussions, as several are believed to be. Only larger companies willing to invest large sums into the venture in return for specific outputs are expected to respond initially, but smaller companies will be able to join projects, commission research and subscribe at a lower cost. The Transport Systems Catapult should be established and running during 2013.

The Transport Systems Catapult is still at an early stage and we are waiting for further updates before knowing how to respond to the opportunity. For Leisure Marine one possible scenario might be to commission discrete projects where these fit and can draw from larger programmes, possibly based on the Marine Priorities and Capabilities identified in the Marine Roadmap and Capability Study, both being funded by the TSB in support of the UK Marine Industries Alliance.

The high level topics outlined in the Transport Systems Catapult initial briefing paper are:

- seamless journey systems (for freight and people)
- remote asset management and monitoring
- traffic management and control systems
- infrastructure design optimisation, journey assistance system
- infrastructure integrity and security
- connected vehicles
- novel economic and business models.

Further information is available from: http://www.innovateuk.org/deliveringinnovation/catapults.ashx

ROAD, RAIL AND MARINE DIESEL PROPULSION SYSTEMS WORKSHOP

The Transport Knowledge Transfer Network (KTN) arranged a cross sector diesel propulsion systems workshop on 30th May at Arup's Solihull Campus. Delegates to this first exploratory event were invited from the diesel engine and equipment sector with particular expertise and influence in the area of diesel propulsion systems. Topics covered include exhaust after treatment, efficiency improvement, thermal management and hybrid propulsion for road, rail and marine vehicles. The Transport KTN's mission is to seek out and support innovation that addresses common challenge areas from the Road, Rail and Marine sectors.

While there are obvious notable differences across the sectors, they all use powertrains running on heavy oil/diesel in the power range up to 3000kW. They also face common issues such as responding to increasingly challenging (albeit different) emissions regulations and fitting the larger powertrains that result into confined spaces. Further evidence of commonality is that powertrain efficiency is seen as a key technology across all the Roadmaps that have been developed in the sectors covered.

Because the sectors face common challenges there is value in understanding what these are and how the sectors can work together to share the load and speak with a combined voice where necessary. The objectives of the day were to identify issues that are common, and potential opportunities to work together to forge productive relationships across the sectors. Further information and outcomes from the workshop will be made available soon after the event, and those with an interest in becoming involved in future activities that may arise from it are invited to contact Adrian Waddams.

NICHE VEHICLE-MARINE COLLABORATIVE OPPORTUNITIES PROPOSED WORKSHOP

The BMF and the Niche Vehicle Network (NVN) with support from the Transport Knowledge Transfer Network (KTN) are proposing to hold a joint one-day workshop in June or July, with venue and date still to be confirmed. This would be to identify collaborative opportunities for the UK niche vehicle and leisure marine sectors and their associated supply chains. The NVN Website is at: http://www.nichevehiclenetwork.co.uk/

The Transport KTN (www.transportktn.org) was established by the Technology Strategy Board (TSB) to further encourage the use of networks and potentially collaborative R&D in fostering cross-sector collaboration and knowledge transfer between road and marine, and this activity is an outcome of that.

The UK niche vehicle and leisure marine sectors each contribute around £1bn GVA to the UK economy annually and comprise mainly SME size businesses. In addition, technological synergies between the sectors include:

- The use of novel propulsion technologies, e.g., hybrid/electric and hydrogen
- Novel materials, such as composites and lightweight metals
- Agile low-volume manufacturing techniques
- Routes to innovation – getting new products to market faster by learning from others and collaboration with the knowledge base of R&D and academic institutions.

This event will be limited to a small number of key people from the niche vehicle and marine sectors with an interest in the activities suggested above. It will also be an opportunity to share case studies about how SMEs have worked with their supply chains to develop and market novel products, and to scope collaborative activities with a view to influencing future R&D and technology priorities and funding.

Those interested in participating in the proposed workshop or further information about future activities arising from it please contact Adrian Waddams.

PRACTICAL GUIDE TO EU FUNDING

Reproduced with the kind permission of European Boating Industry:

A practical guide on the different funding opportunities available at the EU level for research and innovation is now available. The guide provides potential beneficiaries with the practical information needed to access the funding, helping them to identify whether or not they are eligible for funding, whether or not their research or innovation activity is eligible, what type of financial support is available and which funding programme is best suited to their needs.

More information on http://cordis.europa.eu/eu-funding-guide/home_en.html

ENVIRONMENT UPDATE #10

WASHING DOWN BOATS DURING DROUGHT – SITUATION UPDATE

The British Marine Federation (BMF) has worked with Water UK throughout the drought situation, on behalf of its members, to overturn a possible ban on the use of hosepipes to wash down boats.

Following the Environment Agency's declaration of drought conditions, seven companies – Anglian Water, South East Water, Southern Water, Sutton and East Surrey Water, Thames Water, Veolia Central and Veolia South East – have announced restrictions on non-essential water use for domestic customers. Under The Water Use (Temporary Bans) Order 2010 the use of water has been prohibited for specified purposes, most of which involve using a hosepipe.

After lengthy discussions with Water UK, the body which represents all major UK water and wastewater suppliers, BMF can now confirm that the washing of private and commercial boats for Health & Safety reasons is exempt at this stage of the drought.

Health and safety reasons in this context include: removing or minimising any risk to human or animal health or safety; and preventing or controlling the spread of causative agents of disease. The government recognises the importance of washing down boats to minimise the spread of invasive non native species.

The BMF and Water UK recommends that anyone using mains fed water to wash down their boat under the above conditions should carry out an internal Health and Safety audit, demonstrating that every consideration has been made to minimise the amount of water used when washing down boats. As part of the wider audit, members should also consider "Water Offsetting", with such initiatives demonstrating an awareness of the value of water during drought conditions.

Brian Clark, Environment & External Relations Manager for British Marine Federation said: "We are pleased to have been able to work with Water UK to achieve a good result for our members, meaning companies can continue to wash down their boats for health and safety reasons. Members should now take advantage of the guidance notes we have put together."

Nick Ellins of Water UK said: "We have been pleased to work with the British Marine Federation to build an approach that will give boat owners and operators the flexibility they need on health and safety issues, whilst ensuring that vital water resources are conserved."

Information in this article is correct at the time of publication and may change as drought conditions alter.

LOW RISK MAINTENANCE DREDGING LICENSING REQUIREMENTS

The UK Government has decided to extend the current one year transition period for low risk maintenance dredging activities in the Marine and Coastal Access Act 2009 for a further two years in respect of English waters.

The Marine and Coastal Access Act (Transitional Provisions) Order 2009 comes into force on 6 April 2012. This Order will apply in English waters only and will expire on 6 April 2014. Most maintenance dredging projects which were subject to the one year transition period under the Marine and Coastal Access Act 2009 will benefit from a further two year transition period and will not require a marine licence.

The Government is concerned that in English waters there are a large number of small-scale maintenance dredging operations, for example those carried out by marinas, that should pose little or no environmental risk and where the requirement for a licence may therefore be onerous.

The Government has therefore decided to extend the transitional period for a further two years, running from April 2012 to April 2014, in order to allow further time to review the licensing of dredging, explore the scope to exempt certain low risk activities and help prepare operators for implementation.

Whilst most maintenance dredging activities are unlikely to need licensing during this period, it will be necessary to apply for a licence where an environmental assessment is required in order to ensure compliance with the relevant EU legislation. Operators will therefore need to consider whether their proposed dredging activity is likely to require a licence - i.e. if it is likely (whether alone or in combination) to have a significant effect on an inshore or offshore European Marine Site, cause damage to a body of water and/or is a project in accordance with Annex I or II of the Environmental Impact Assessment Directive. In most cases operators should be able to judge this themselves and guidance on how this can be done will be issued by the Marine Management Organisation (MMO).

DEFRA have updated their web pages: http://www.defra.gov.uk/environment/marine/protect/licensing/ and included the links to the 'Navigational Dredging Operational Guidance' which must be read in conjunction with the accompanying 'Water Framework Directive water body information table' produced to help potential applicants determine if they need to apply for a marine licence.

The BMF will be working closely with DEFRA and the MMO to contribute to the development of options for exemptions and DEFRA will be preparing a consultation document which will be issued later this year.

ISO TC228 WG8 – YACHT HARBOURS

The fourth ISO Working Group meeting for "Yacht Harbours" was held in Paris on the 26th March. The working group have now reached agreement that the draft standard can move to "Committee Draft" Stage. This is the first formal phase of consultation via standards bodies.

The Draft Standard comprises of a number of sections covering the minimum requirements for a yacht harbour. These include:

- **General Requirements** – Regulations & Office facilities
- **Environmental Requirements** – Waste Control & Oil and Fuel Spill
- **Safety Requirements** – First Aid Kit, Fire Fighting Equipment, Lifesaving Equipment, Illuminations & Emergency Action Plans
- **Administration** – List of services, organisation chart
- Signage – Appropriate signage for services and facilitates
- **Information point** – Detailing important information for berth holders and visitors
- **Services** – Fresh Water supply, Toilets, Showers, Electricity
- **Maintenance & Cleaning** – Requirements to maintain a clean and safe facility
- **Tests & Inspections** – Visual and physical tests

A formal consultation process with members of the ISO Tourism & Related Services Committee will begin during the summer. The British Standards Institute (BSI) is a member of the ISO Technical Committee and therefore has a right to comment and vote on the detail of the draft standard. As a member of BSI Tourism Committee, the BMF will have the opportunity to formally comment and raise any issues we believe exist in the draft standard. The BMF will consult with a group of experts within the TYHA membership to ascertain the validity of the standard. These comments will then be put forward on our behalf by the BSI to the ISO Technical Committee. Following the consultation period, the Working Group will next meet in Palma during September to discuss international comments.

The closing date for comments to the BSI is 26/7/12.

If you would like to participate in the formal consultation, please register your interest with Brian Clark, Environment & External Relations manager via e-mail: bclark@britishmarine.co.uk

BMF SUMMARY OF BENEFITS

Our Government Relations team ensure that the marine industry is represented to government at all levels. They are at the forefront of shaping government policy at home and in the EU and represent the industry on over 50 Government and policy committees

Technical
- In-house technical experts giving one to one advice and assistance with bespoke and specific technical issues
- Specific technical courses (RCD and LPG)
- Free quarterly technical report (worth at least £100)

Legal & Finance
- Free 24 hour telephone and website
- Standard contacts include New Boat Construction and standard Business Terms and conditions
- Free VAT advice from our dedicated VAT expert

Environmental
- Environmental guidance and templates in the Code of Practice
- Planning service
- Niche services including TEP Disposal Service and Dredging hotline

Stats and Market research
- Access to an experienced researcher on your bespoke needs
- Access to over 10 reports on industry size and trends in the UK and International Markets
- 2010 ICOMIA global stats book is available to members free of charge (RRP €600 for non-members)

Marketing promoting your business to consumers through campaigns, website and direct mailing.
- **Latest News** – weekly newsletter to 6000 subscribers, members news included
- **Web Listing** – find a member with free web listing including your logos, contact details. Search facility available.
- **Use the logo** – in all your marketing materials for free

International
- Financial and practical advice from in-house experts on new markets, grants and contacts
- Event programme consists of 6 international events where there are opportunities to promote your business
- Over 16 market reports including Brazil, China, Korea etc

Training
- Grants available to help you train your staff
- A large variety of subsidised courses available to members
- Free job vacancy advertising on our website

National Boat Shows
- Preferential Boat Show discounts at London and Southampton of up to 25% off stand space
- 6 Complimentary tickets (3 per show) for non exhibiting members
- Preferential ticket prices and use of the Members lounge at both shows

Commercial benefits
- **Barclaycard** credit and debit card usage and EPDQ preferential rates
- **Private Health Partnership** preferential healthcare insurance rates, also absence management & travel insurance
- **Currency Matters** foreign exchange at preferential rates, friendly no-pressure service
- **Creditsafe** – free UK and International financial credit reports. Call the membership team to run the reports.

Associations – all members join both a regional group and relevant sector groups that best fits their business needs to provide networking opportunities and news/advice.

NOTES

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