

SEPTEMBER 2013

NO **107**

## TECHNICAL REPORT

INCLUDING MANUFACTURING AND ENVIRONMENT UPDATES

PROVIDING INDUSTRY GUIDANCE



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## CONTENTS

WELCOME.....	2
TECHNICAL REPORT #107.....	3
BMF SUPPORTS UK GOVERNMENT IN DEFENDING USE OF RED DIESEL IN PLEASURE CRAFT.....	3
MARPOL ANNEX VI.....	3
BSS HIRE BOAT REQUIREMENT & HIRE BOAT CODE INTEGRATION.....	4
REVISED UK WORKBOAT CODE NEARING COMPLETION.....	4
INDUSTRY TRENDS RESULTS NOVEMBER 2012 – MAY 2013.....	4
MCA YELLOW & BLUE CODES.....	5
CROATIA'S ACCESSION TO THE EU, VAT & IMPORT TO THE EU.....	5
BMEA CODE OF PRACTICE 5TH EDITION.....	5
RCD REVISION – THE STATE OF PLAY.....	6
RCD AWARENESS COURSE.....	6
MARITIME LABOUR CONVENTION 3000-5000GT.....	6
APPRENTICE GRADUATION AWARDS & MARINE SUPPLY CHAIN NETWORKING EVENT.....	6
IMO REPORTS.....	7
65th Session of the Marine Environment Protection Committee (MEPC).....	7
92nd session of the Maritime Safety Committee.....	8
Consultations.....	9
MERCHANT SHIPPING (M) NOTICES.....	9
Merchant Guidance Notes.....	9
Marine Information Notices.....	10
BRITISH, EUROPEAN AND INTERNATIONAL STANDARDS.....	11
Standards Listing.....	11
RCD and Associated Standards.....	12
Large Yacht Standards.....	14
MANUFACTURING NEWSLETTER #22.....	15
BOATBUILDING EFFICIENTLY WITH COMPOSITES.....	15
GRANT FUNDING SUPPORT FOR BMF MEMBERS.....	15
ADVANCED MANUFACTURING SUPPLY CHAIN INITIATIVE & COMPOSITES INNOVATION CLUSTER.....	16
PERIODIC ROADWORTHINESS TESTS FOR MOTOR VEHICLES & THEIR TRAILERS: UPDATE.....	16
GROW OFFSHORE WIND: MANUFACTURER SUPPORT PROGRAMME.....	16
ENVIRONMENT UPDATE #14.....	17
MARINE CONSERVATION ZONES – GOVERNMENT PUBLISHES SUMMARY OF RESPONSES.....	17

## WELCOME TO THE 107th BMF TECHNICAL REPORT

Technical department staff news at the BMF: Alan Price has now joined the team, and it gives me pleasure to welcome Alan on board as our new full-time Technical Executive.

Alan has joined us from the BBC, where he was a critical systems engineer for the BBC's live broadcast world service. This role involved all aspects of pre-planned maintenance and repairs to plant, including (UPS) uninterruptible power supply, generators, chillers, communications rooms (AHU) air handling units, black building tests including total building power failure induced simulation, and (BMS) building management system computer controls. Along with working for the BBC Alan has been involved in mechanical engineering design projects for well known buildings in London.

Alan trained as a boat surveyor at the IBTC marine centre and has worked extensively in the boat surveying industry for both power and sail based out of Palma. Alan's surveying remit was pre-purchase surveys, insurance/damage reports, and valuation and sea trials.

Alan has also been a lead crew engineer for sailing holidays in both Croatia and Corfu. He started out in his marine life as an apprentice marine mechanic. This involved all aspects of both mechanical and electrical works on both power and sailing vessels. Among other things Alan was a contractor for the MOD involved in various engineering projects.

Alan will bring a blend of both practical experiences with a strong knowledge of the regulations surrounding the marine industry such as the RCD (Recreational Craft Directive).

Alan is passionate about the marine industry, sailing and engineering.

## CONTACTS

Andrew Thomas  
Technical Executive  
T: 01784 223635  
E: [athomas@britishmarine.co.uk](mailto:athomas@britishmarine.co.uk)

Brian Clark  
Head of External Relations  
T: 01784 223644  
E: [bclark@britishmarine.co.uk](mailto:bclark@britishmarine.co.uk)

Alan Price  
Technical Executive  
T: 01784 223727  
E: [alanp@britishmarine.co.uk](mailto:alanp@britishmarine.co.uk)

## TECHNICAL REPORT #107

### BMF SUPPORTS UK GOVERNMENT IN DEFENDING USE OF RED DIESEL IN PLEASURE CRAFT

The BMF is pleased to update members that the Government has indicated it will challenge the European Commission on the restricted use of red diesel for leisure boaters.

Since 2008 UK boaters have been able to pay a lower rate of duty on 40% of their fuel as to be used for heating and domestic uses. However, the United Kingdom recently received a formal request from the European Commission to amend its legislation and ensure that private pleasure boats not be allowed to buy lower taxed fuel intended for commercial vessels.

The European Commission issued a reasoned opinion in May in support of its formal request to which the BMF and RYA reacted immediately. Following the response the two organisations were invited in to brief HMRC and treasury senior policy officials ensuring members' interests were represented.

The compulsory use of white diesel for leisure boaters would have significant consequences for the marine industry:

- **Uneconomical to supply:** Many small operators in the leisure marine industry would not be able to 'bulk buy' white diesel at a competitive price and would have to close down fuel sales, representing about 10% of turnover for some operators
- **Health and Safety:** With white diesel being cheaper at roadside petrol stations and a lack of waterside supply, marina operators believe that 'self bunkering' would become more prevalent and create a substantial fire and pollution risk
- **Environmental impacts:** With fewer fuel suppliers, recreational craft may have to travel further to refuel making it uneconomical for the user and imposing unnecessary impact on the environment
- **Not a trace:** Chemical tracers used in red diesel can be detected in extremely small quantities, rendering 'flushing' of the fuel supply system insufficient to pass the legal test and so require a new fuel tank and pipework at significant cost to owners
- **Cost to the charter industry:** Charter businesses switching boats between skippered charter (commercial) and bare boat charter (private leisure) would have to operate two different fleets or simply supply white diesel to all craft – further increasing the cost to the hirer
- **Recreational access to the coast:** Many vendors would have to install a second tank or stop supplying leisure boaters entirely, putting sections of the coast out of reach to recreational boaters

Brian Clark, Head of External Relations at the BMF, said: "We are pleased to see that the Government is taking this issue seriously and has taken the decision to challenge the European Commission on its Reasoned Opinion. Further restriction on the use of red diesel will not only threaten the leisure marine industry but also impede access for thousands of people to UK waterways. We will continue to work closely with the RYA and HMRC and will be monitoring developments closely as the Commission responds to the UK's position".

### MARPOL ANNEX VI

The MEPC 65 considered MARPOL Annex VI Tier III requirements during its last meeting in May.

Following delivery of the Correspondence Group's Technical Review Report by the United States, the meeting then considered a Russian paper which questioned some of the Technical Review's conclusions and proposed a five years' delay in the implementation of Tier III. In the subsequent discussion 20 states supported the Russian proposal and 14 spoke against. While no formal vote was taken, the opinion was clear and the Chairman accepted the Russian proposal. Since the Marshall Islands amendment was a less broad and more limited delay than the Russian amendment, the BMF supported papers were not discussed but placed on the record of the meeting. The IMO Secretariat incorporated the Russian proposal in a formal Draft Amendment to MARPOL Annex VI in the attached paper – MEPC/65/WP.14. Such amendments have to be agreed at this meeting and adopted at the following MEPC (due March 2014). Adoption is normally a procedural matter but a formal vote can be demanded and in this case, to amend a Regulation requires a two thirds majority in favour.

During the committee's final session further interventions were heard in consideration of its meeting report. The USA delegation attempted to mediate by offering to withdraw its earlier 'Reservation' if it was allowed to implement its NOx ECA on 1st January 2016 (with an exemption for yachts less than 500GT) but for no other NOx ECAs to be implemented before the five year delay of 1st January 2021. This was rejected immediately by China and Russia and the MEPC Chairman also denied an amendment of the revised proposal in MEPC/65/WP.14, stating this would have to be discussed at MEPC 66 in March 2014. At this stage ICOMIA made the following intervention on behalf of all the contributors to the paper, including the BMF:

*"ICOMIA...regrets the uncertainty in which the recreational yacht sector now finds itself with Tier III likely unresolved until the next MEPC. Designs and tooling especially for Fibre Reinforced Plastic vessels need to be finalised over the next 12 months for new build in 2016 and the continued investment by the engine manufacturers in Tier III installations is open to question during the next year. We need certainty and clarity as soon as possible and would respectfully ask that our Tier III issues as set out in MEPC65/4/8 remain under consideration. Notwithstanding this, we are grateful to the delegation of the United States for their proposal and can support it as a pragmatic way forward."*

EUROMOT and CESA (European Shipyards) made similar interventions regretting the lack of certainty for the industry.

In summary there will be no decision on this matter until MEPC 66 in March 2014 when the Russian amendment will be adopted. Earlier adoption is usually a procedural formality at the following meeting, but the BMF is disappointed by the lack of clarity on this issue.



## BSS HIRE BOAT REQUIREMENT & HIRE BOAT CODE INTEGRATION

As reported in TR 106 the BMF is currently heavily involved with the integration of the Hire Boat Code requirements to the BSS Hire Boat syllabus. The Technical department aims to ensure that the best interests of the industry are represented, by providing professional technical advice and opinion to the full Boat Safety Scheme Technical Committee (BSSTC) on any technical and risk matter concerning or affecting the hirer safety review.

The role of the BSSTC Sub-group is split into two sequential stages:

1. Help identify, characterise and scale any risk issues involved and identify whether any issue falls wholly or partly within the scope of BSS requirements, the remit of navigation authority licensing conditions, the remit of hire operator responsibilities, the remit of hirer responsibilities, or a combination of all or some of these. The role of external regulators and scope of legislation outside of the acts and byelaws of the navigation authorities will also be identified.
2. Assess the acceptability of risk of any issues identified, by applying the ALARP principles, identifying any groups at elevated risk (i.e. critical groups), evaluating the acceptability of the risk to participants and non-participants, undertaking a risk-benefit assessment and seeking to identify any adverse effects of any recommended risk control measures.

The membership of the BSSTC Sub-group is made up of representatives of a number of organisations, including BMF staff members and several BMF Group Association delegates from, amongst others, the Canal Boat Association and the Association of Pleasure Craft Operators.

All opportunities for additional member involvement/consultation in the process will be advertised through subsequent Technical Reports and Latest News articles.

## REVISED UK WORKBOAT CODE NEARING COMPLETION

*Article jointly by: John Fearnley, CEO of MECAL Ltd, UK Certifying Authority, and Norman Finlay, President of National Workboat Association & Director of SCMS, UK Certifying Authority*

The rapid growth of the workboat and offshore renewable sectors in the last few years has identified an urgent need for a strong and respected UK Workboat Code that can withstand international scrutiny, to the benefit of the UK marine sector. The revised Brown Code will achieve this and is well on the way to completion later this year. The draft will be published for public comment shortly, following the imminent final meetings of the Technical Working Group.

A wide section of the UK workboat industry, with the Department for Transport / MCA, have actively co-operated in drafting the revised UK Workboat Code. The new code will update the requirements for construction, stability, propulsion, systems and equipment as well as the important issues of manning. It will also include the application of the new Maritime Labour Convention to small workboats, which is due to come into force in August this year.

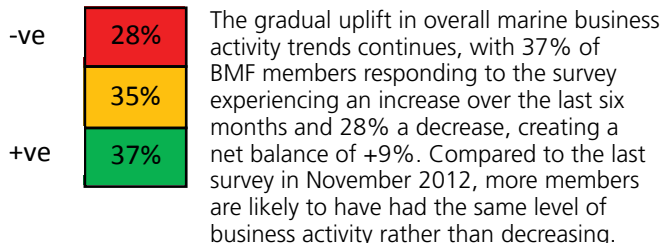
It is hoped that our new code, applied properly, will remove the perception sometimes held in the offshore services sector that all windfarm support vessels must be classed. Removal of this perception would undoubtedly open the way to substantial cost savings to the industry and to the UK taxpayer.

It is important to note that the revised code will not require any further legislation, as the original Merchant Shipping Regulations for the Brown Code are still in force today.

## INDUSTRY TRENDS RESULTS NOVEMBER 2012 – MAY 2013

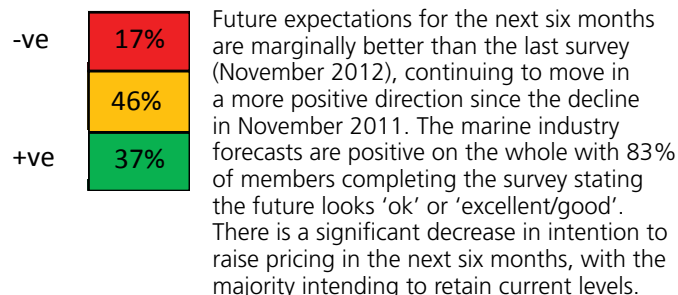
### Positive signs of gradual improvement in the marine industry

The UK leisure, superyacht and small commercial marine industry reports incremental increases in business performance trends over the last six months.



The workload of the domestic market compared to the same period a year ago is now reporting a neutral trend with more members experiencing the same level rather than lower. The value of the domestic order book, while still in a negative trend, remains consistent with the November 2012 survey which had improved from the previous 12 months.

In the last survey in November 2012, export markets showed improved stability and this performance has been maintained over the last six months, for both export workload and value of the export order book. Turnover and profit measures have improved, particularly profit levels which are rated significantly better than recent surveys though still showing a negative trend. Small commercial and superyacht trends have been more positive during the last couple of years but there is a marked improvement in trends for the leisure market in this survey; it is still showing a negative trend but it is moving in the right direction.



Marine business activity over the last six months: The gradual uplift in overall business trends has continued, with 37% of BMF members responding experiencing an increase in activity and 28% a decrease, creating a net balance of +9%. More members are likely to be the same in performance rather than decreasing compared to the last survey.

Future business prospects for the next six months: Expectations are good / excellent for 37% of BMF members responding, 46% think it will be ok and 17% rate their prospects negatively. This is consistent with the last survey results in November 2012.

Period of November 2012 – May 2013 compared to the same six months in 2011/12:

Domestic market: There is no longer a negative trend reported for domestic workload as per the last 18 months as there is a neutral net balance for workload in November 2012 to May 2013, with 30% higher than the same period a year ago and 30% lower. However, the domestic order book remains unchanged from the November 2012 survey and is still showing a negative trend of -7% (increased for 29% and decreased for 36% compared to a year ago).

Export market: The export trend remains stable with a similar result to the last survey in November 2012, when a significant increase from the previous year was declared. There is a +10% positive net balance where 37% have a higher export workload and for 27% it is lower. Value of the export order book is also consistent with a net balance of +1%, where 31% are reporting it is higher than the same period a year ago and for 30% it is lower. Level of investment: The trend for investment remains consistent with the last two years with 29% investing more and 16% less than the same six month period a year ago (net balance +13%).

Employment levels: The workforce continues to remain steady in line with the last two years, with 19% increasing their workforce and 18% having to make staff cuts (net balance of +1%).

Turnover & profit: 42% report they have a higher turnover for the last six months compared to November 2011 – May 2012 and 35% report a lower turnover (net balance of +7%) which is similar to recent surveys. Encouragingly, profits appear to be improving with a net balance of -6% compared to -13% in November and -15% in May last year (35% report higher profits and 41% lower than the same six month period a year ago).

Pricing expectations: A significant change in trends from those reported in November 2012 is stated for pricing strategy; more members are now intending to keep prices the same over the next six months (61%) with 27% likely to increase them compared to 42% in the last survey.

## MCA YELLOW & BLUE CODES

As part of the review of *MGN 280 Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats – Alternative Construction Standards*, which provided the impetus for the review of the Brown Code, the BMF has been delegated as joint lead on the revision of the Yellow and Blue Codes alongside the Royal Yachting Association.

These codes of practices for “the construction, machinery, equipment, stability, operation and examination of vessels up to 24m load line length” apply to motor and sail boats “in commercial use and which do not carry cargo or more than 12 passengers” respectively.

Working in conjunction with the MCA, RYA and other leading industry representatives, the BMF aims to create a workable code that will continue to uphold the excellent safety record provided by the current standard, whilst avoiding overly onerous legislation and implementation for UK builders and operators.

The current legal uncertainty surrounding the implementation of the Small Commercial Vessel Code has been a barrier to international trade for a number of years, and the Technical department’s work aims to safeguard the best interests of members in this sector of the industry.

We would ask that any member that wishes to be a part of the correspondence group that will be set up to guide BMF interaction with the main Working Group should contact Andrew Thomas on [athomas@britishmarine.co.uk](mailto:athomas@britishmarine.co.uk)

## CROATIA’S ACCESSION TO THE EU, VAT & IMPORT TO THE EU

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As many of you are aware, Croatia entered the European Union on 1st July 2013 as the 28th Member State. A direct consequence of Croatia’s accession to the EU is that Croatia will no longer be a third country to which one can export goods outside of the EU.

In the past years, a number of boats have been regularly exported to Croatia under temporary export regime without VAT payment. These boats present in Croatian marinas run the risk of being inspected and requested to pay VAT in Croatia as of 1st July 2013.

In order to solve this situation, the Croatian Government recently adopted a temporary regime valid until 31st May 2013, only allowing for the permanent import of recreational craft in Croatia at very interesting conditions of reduced custom and VAT rates. The boat tax has been permanently reduced to 0%, the custom rate applied will be 0% if the craft originates from the EU (or 1.7% for sailing/motor boats and 2.7% for inflatables – to be confirmed as information received is diverging on this point – instead of 8%), while the VAT rate will be 5% (instead of 25%).

The consequence of the permanent import in Croatia is that the vessels will have to be flagged under Croatian flag but Croatia now only has a registration fee and no more ownership taxes. Moreover, it is planned that Croatia would enter the Schengen zone (no visa zone) in 2015. It has been estimated that the custom and VAT taxes coupled with the administrative costs of the permanent import of the vessel would represent a maximum of 8-9% of the boat’s value while providing a permanent solution from the VAT and custom point of view.

Unlike the previous accession in 2004 where the VAT would only be claimed on vessels of less than eight years, in the case of Croatia, the VAT will be claimed on all vessels in Croatia. The value of the vessel declared to the custom services will be based on the owner’s declaration, some old vessels having of course lost any market value.

## BMEA CODE OF PRACTICE 5TH EDITION

From 1st August, the fifth edition of the British Marine Electronics Association Code of Practice is available from the British Marine Federation.

The Code includes two updated ISOs – 10133 applicable to DC supplies up to 50 volts and ISO 13297 for single phase AC supplies up to 250 volts rms.

Additionally and as previously, the Code includes much advisory information on all installation aspects of both electrical and electronic equipment for use on leisure craft that fall under the Recreational Craft Directive (up to 24 metres LOA) and small work boats. This new edition is supplied in pdf format, full colour and with easy access to each and every section page by page.

Members of the British Marine Federation may purchase copies directly from the Federation at a cost of £40 + VAT. Contact Claire Westbrook at [cwestbrook@britishmarine.co.uk](mailto:cwestbrook@britishmarine.co.uk). Non-Federation members will be charged the full retail price of £120 + VAT.

Further information on the details and use of the Code can be obtained either from the Federation’s Technical department or BMEA secretary, Tony Johns at [secretary@bmea.org](mailto:secretary@bmea.org) or by phone on 01327 341729.

## RCD REVISION – THE STATE OF PLAY

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On 18th June 2013, the European Parliament's Internal Market and Consumer Protection Committee unanimously adopted the revised report prepared by British rapporteur Malcolm Harbour MEP for the new text of the EU Recreational Craft Directive. The vote marked the successful conclusion of the dialogue negotiations started several months ago among the European Parliament, the European Council and the European Commission.

The next steps are the vote in European Parliament's plenary which is scheduled for 9th-12th September and the Council's approval in October 2013. The text will then be published in the EU Official Journal and a period of 24 months will be given to Member States to transpose the directive and modify their national legislations accordingly. After the 24-month transposition period, companies will have a 12-month period during which products built against the old and the new rules will both be accepted on the EU market.

## RCD AWARENESS COURSE

A date for the diary: the BMF will be holding another of the successful RCD Awareness Courses on 15th October 2013 in Southampton, to be hosted by Mr Nigel Saw. For more information please contact [lwheatmore@britishmarine.co.uk](mailto:lwheatmore@britishmarine.co.uk)

## MARITIME LABOUR CONVENTION 3000-5000GT

As indicated in Technical Report 106 the UK Tripartite Working Group (TWG) met on 23rd May 2013, to deliberate a paper seeking agreement on a substantially equivalent seafarer cabin arrangement on Large Commercial Yachts of 3000GT and over.

Although the TWG was unable to reach a consensus on the issue, the MCA on behalf of the UK Government has made a decision to accept the application for substantial equivalence, given that the MCA considered that it was the case yacht seafarer accommodation was more akin to a passenger ship than a cargo ship for two reasons:

(1) That the seafarers on board are there to provide a service to passengers, rather than transport cargo, and therefore the ratio of crew to available floor area is higher than most other ships; and

(2) That the seafarer accommodation is within the hull body of the yacht, rather than in an accommodation block above the yacht's hull. This creates some additional design constraints which were captured within the MLC passenger ship accommodation standards which allow up to four seafarers per cabin, but not within the cargo ship accommodation standards.

The MCA has therefore agreed to the following substantially equivalent arrangements for accommodation on Large Commercial Yachts of 3000GT to less than 5000GT.

1. That all seafarers who are officers shall have their own cabin.
2. That there is a maximum of two seafarers not performing the duties of officers per cabin, in a twin cabin arrangement.
3. There shall be no mixed sex seafarer cabins, except where a mixed sex couple voluntarily opt to share a cabin. The seafarer cabins are to be designed and will only be approved as twin cabins, not as double cabins. There must not be any compulsion in any way whatsoever for seafarers of opposite sexes to share a cabin.

4. There shall be a minimum cabin size for seafarers who are not performing the duties of officers who are provided with a twin cabin. By requiring the 5.5 sq. metres per seafarer, as per the MLC, the minimum floor area for such a cabin shall be no less than 11 sq. metres.

5. Each twin cabin shall be provided with en suite sanitary facilities. Each set of en suite sanitary facilities shall meet the minimum requirements set out in the MLC for sanitary facilities, i.e. that they provide a WC, a basin and a shower or a bath. The en suite sanitary facilities floor area may be incorporated within the minimum 11 sq. metres floor area for each twin cabin.

6. Each seafarer berth in a twin cabin shall be arranged longitudinally, i.e., so that it is a 'fore and aft' bunk. Bunks arranged athwartship shall not be permitted in twin cabins.

7. Each cabin shall be lit by natural light. There shall be a minimum of one window providing natural light per cabin.

## APPRENTICESHIP GRADUATION AWARDS & MARINE SUPPLY CHAIN NETWORKING EVENT

IN ASSOCIATION WITH THE BMF BOATBUILDERS ASSOCIATION

Venue: Galley Food Court  
at the PSP Southampton Boat Show, Mayflower Park  
Tuesday 17th September 2013  
Time: 17:30 to 20:00

Following on from the successful BMF Marine Supply Chain Conference held in March, we will be hosting a networking event on the evening of Tuesday 17th September 2013 in the 'Galley Food Court' (located in the Hospitality area next to Gate F) at the PSP Southampton Boat Show.

During the evening there will be an update on the BMF Manufacturing Sector Support and the Apprenticeship Graduation Awards will also take place.

The event will start at 17:30 with welcome drinks followed by the Apprenticeship Graduation Awards. Apprentices are an important part of the continued growth of the leisure marine industry, and the Graduation Awards are an opportunity for all those who have completed their apprenticeship to be recognised by their peers, their employer and the wider industry. Each qualified apprentice in attendance will receive a certificate of achievement from the British Marine Federation.

At 18:30 we will provide a brief update on Supply Chain activities.

The evening will culminate with networking drinks (19:00-20:00) providing an excellent opportunity to liaise with a wide range of your industry colleagues.

Draft programme

- 17:15 Registration for the Apprentices for the Graduation Awards
- 17:30 Welcome drinks
- 17:45 Apprenticeship Graduation Awards
- 18:20 The Worshipful Company of Shipwrights Apprentices Initiatives – James Grazebrook
- 18:35 Supply chain update
- 18:50 TBAT – Accessing grants support
- 19:00 Formal launch of the BMF Boatbuilders Association
- 19:10 Drinks and networking
- 20:00 End

RSVP by Friday 6th September 2013 to Claire Westbrook via email at [cwestbrook@britishmarine.co.uk](mailto:cwestbrook@britishmarine.co.uk). This event is free for BMF members to attend and £25 + VAT for non BMF members.



## IMO REPORTS

The full ICOMIA reports of IMO sessions including the documents referenced in the summaries below are available to BMF members at:

<http://www.britishmarine.co.uk/publications.aspx?category=Technical>

### 65TH SESSION OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)

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The information below is a summary of the IMO report from the 65th Session of the Marine Environment Protection Committee (MEPC), from 13th-17th May 2013.

Review of the status of the technological developments to implement Tier III NOx standards: Intense activity over the preceding seven months since MEPC 64 saw ICOMIA completing the three studies into the effects of the Tier III regulations on the superyacht industry and presenting its findings in documents MEPC 65/4/8 and MEPC 65/INF.15 with SYBAss as co-sponsors. ICOMIA's lobbying efforts succeeded in securing United Kingdom support for the yachting sector and the UK drafted a paper outlining the issues facing the industry and which proposed a three year delay on the application of Tier III NOx emissions standards to yachts 24m and over and less than 500GT. The paper contained an annex with a proposed amendment to Regulation 13 of MARPOL Annex VI. However, the UK position on this matter ran contrary to EU policy and the UK was prevented from submitting the paper. Following an appeal to the delegations of Cook Islands and Marshall Islands by the UK and ICOMIA, these administrations agreed to co-sponsor the paper along with ICOMIA and SYBAss, largely as drafted by the UK. This document was presented to IMO as MEPC 65/4/32.

The three ICOMIA papers were on the agenda to be discussed in the plenary session along with:

- MEPC 65/4/7 (United States) "Final report of the Correspondence Group on Assessment of Technological Developments to Implement the Tier III NOx Emission Standards under MARPOL Annex VI".
- MEPC 65/INF.10 (United States) "Supplementary Information to the final report of the Correspondence Group on Assessment of Technological Developments to Implement the Tier III NOx Emission Standards under MARPOL Annex VI".
- MEPC 65/4/27 (Russian Federation) "Comments on the report of the Correspondence Group on Assessment of Technological Developments to Implement the Tier III NOx Emission Standards under MARPOL Annex VI".

The Russian paper was an unexpected late submission to the Committee. Having not participated in the Correspondence Group Russia nevertheless took issue with its conclusions and argued that in seeking to reduce NOx emissions there was the probability that SCR technology would lead to the release of ammonia into the atmosphere, a gas as harmful as NOx emissions. The Russians therefore proposed a five year delay to the implementation date in order for technologies other than SCR to be thoroughly researched. During the plenary debate, the United States presented its papers first and was followed by the Russians. On completion of the Russian presentation a

large number of delegations raised their cards to speak either in support of or against a delay in implementing the Tier III regulations.

Based on the 20/14 split the Chairman concluded that the consensus was for a five year delay to the deadline i.e. Tier III will become mandatory in 2021 as opposed to 2016 and he instructed the Secretariat to draft and circulate an amendment to MARPOL Annex VI with a view to adoption at MEPC 66. This was a surprise result and caused the following delegations to reserve their positions on the proposed amendment: Canada, Denmark, Finland, France, Germany, Japan, Norway, the United Kingdom and the United States. As a result of this debate our papers requesting a three year delay became redundant and ICOMIA and Marshall Islands were not called upon to present them in plenary. Marshall Islands intervened to state that the papers contained useful information on the technologies and requested that they not be withdrawn. The Chairman replied that it was not his intention to withdraw the papers but to not debate them in plenary and confirmed that they would be noted in the report (see paragraph 4.59 of document MEPC 65/WP.1/Add.1 Draft Report of the Marine Environment Protection Committee on its 65th Session).

The Chairman was keen to bring the discussion to a close as nothing further was to be done at this meeting and it remains for us to await MEPC 66 for a definitive answer.

#### *NOx Technical Code Amendments:*

The Committee approved the draft amendments to the NOx Technical Code concerning dual fuel engines with a view to adoption at MEPC 66 (see BLG 17 report for full details).

#### *Guidelines for implementation of MARPOL Annex VI regulation 13:*

The MEPC adopted guidelines, as required by regulation 13.2.2 of MARPOL Annex VI, in respect of non-identical replacement engines not required to meet the Tier III limit, and a unified interpretation on the "time of the replacement or addition" of an engine for the applicable NOx Tier standard for the supplement to the IAPP Certificate (see BLG 17 report for full details).

#### *Ballast Water Management Convention (BWM):*

The Committee approved the draft IMO Assembly resolution on the application of regulation B-3 of the BWM Convention. This resolution aims to smooth the implementation of the convention once it enters into force. Currently 36 states representing 29.07% of world tonnage have ratified it. The convention enters into force 12 months after 35% of world tonnage is reached. The draft resolution can be found at annex 1 of the attached report of the Ballast Water Review Group in document MEPC 65/WP.7-Rev.1.

#### *Recycling of ships:*

The working group recommended re-establishing the correspondence group on threshold values and exemptions to the inventory of hazardous materials. The terms of reference for the correspondence group can be found in the report of the working group in attached document MEPC 65/WP.8.

#### *MARPOL Annex V – Garbage:*

The Committee approved draft amendments to the Garbage Record Book in which the table column headings have been modified to avoid confusion regarding the destination of garbage discharged from the vessel. The amendments can be found at annex 1 of the report of the drafting group on proposed amendments to MARPOL Annex V in attached document MEPC 65/WP.12.



The Committee also approved amendments to the Guidelines for the implementation of MARPOL Annex V to make reference to boiler/economiser washdown water and electronic wastes e.g. computers, printer cartridges, gadgets etc. The guidelines are contained in annex 2 of MEPC 65/WP.12.

The full draft reports of the Committee are to be found in documents MEPC 65/WP.1, MEPC 65/WP.1-Add.1 and MEPC 65/WP.1-Add.1-Corr.1.

## 92ND SESSION OF THE MARITIME SAFETY COMMITTEE

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The information below is a summary of the IMO report from the 92nd session of the Maritime Safety Committee (MSC) held from 12th-21st June 2013.

**Passenger Ship Safety:** The long-awaited report on the official investigation into the loss of the COSTA CONCORDIA was finally submitted to IMO via the GISIS (Global Integrated Shipping Information System) website. Based on the casualty report, Italy submitted document MSC 92/6/3 "Preliminary recommendations arising from the Costa Concordia marine casualty investigation". The outcomes from the meeting in regards to passenger ship safety were as follows:

1. The MSC adopted amendments to SOLAS regulation III/19 to require musters of newly embarked passengers prior to or immediately upon departure, instead of "within 24 hours", as stated in the current regulations. The amendments are expected to enter into force on 1st January 2015.
2. The Committee approved revised Recommended interim measures for passenger ship companies to enhance the safety of passenger ships (to be issued as MSC.1/Circ.1446/Rev.2), to include:
  - a. New recommendations relating to harmonisation of bridge navigational procedures across a fleet or fleets;
  - b. Securing of heavy objects (procedures to ensure securing of heavy objects to be incorporated into the safety management system);
  - c. Stowage of life-jackets (including stowage of additional life-jackets near muster stations);
  - d. Extending the use of video for passenger emergency instruction notices;
  - e. Following voyage planning guidance in the case of any deviation;
3. With regards to the recommendations contained in MSC 92/6/3, the MSC:
  - a. Invited Italy to provide more information regarding the recommendation for double-skin for protecting watertight compartments containing equipment;
  - b. Endorsed the view that the role of shoreside management is critical to the proper development and function of an effective Safety Management System;
  - c. Invited Member States to consider the mandatory application of evacuation analysis to non ro-ro passenger ships.
4. The MSC invited member states to submit further documents based on the casualty report and recommendations.
5. The long-term action plan for this agenda item was updated and revised as per annex 2 of the report of the working group in attached document MSC 92/WP.8.

**Adoption of amendments:** The following were among a number of statutory amendments adopted by the Committee:

1. Amendments to SOLAS regulation III/19, on emergency training

and drills, to mandate enclosed-space entry and rescue drills, which will require crew members with enclosed-space entry or rescue responsibilities to participate in an enclosed-space entry and rescue drill at least once every two months. This amendment is expected to enter into force on 1st January 2015.

2. Amendments to the International Safety Management (ISM) Code, including a new requirement for the Company to ensure that the ship is appropriately manned.

**Restructuring of Sub-Committees:** In order to streamline the Organisation's work programme and to reduce costs, a restructuring of the Sub-Committees has taken place, reducing them from nine to seven in number and renaming them as follows:

1. Sub-Committee on Carriage of Cargoes and Containers (CCC).
2. Sub-Committee on Human Element, Training and Watchkeeping (HTW).
3. Sub-Committee on Implementation of IMO Instruments (III).
4. Sub-Committee on Navigation, Communications and Search and Rescue (NCSR).
5. Sub-Committee on Pollution Prevention and Response (PPR).
6. Sub-Committee on Ship Design and Construction (SDC).
7. Sub-Committee on Ship Systems and Equipment (SSE).

The terms of reference for each of the new Sub-Committees, the agendas and working arrangements can be found in the report of the working group on review and reform of the organisation in document MSC 92/WP.10. The changes need to be approved by the Council and Assembly and should come into effect on 1st January 2014.

**Circulars approved by MSC 92:** The following circulars, of interest to the yachting industry, were approved by the Committee:

1. MSC.1/Circ.1455 Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments.
2. MSC.1/Circ.1446/Rev.2 Recommended interim measures for passenger ship companies to enhance the safety of passenger ships.
3. MSC.1/Circ.1456 Unified interpretations of SOLAS chapter II-2 and the FSS and FTP Codes.
4. MSC.1/Circ.1458 Interpretation of the revised guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms (MSC/Circ.1165).
5. MSC.1/Circ.1382/Rev.2 Questionnaire on shore-based facilities for the Global Maritime Distress and Safety System (GMDSS).
6. MSC.1/Circ.1287/Rev.1 Amendments to resolution A.705(17), as amended, on Promulgation of Maritime Safety Information.
7. MSC.1/Circ.1288/Rev.1 Amendments to resolution A.706(17), as amended, on World-Wide Navigational Warning Service.
8. MSC.1/Circ.1460 Guidance on the validity of radio-communications equipment installed and used on ships.
9. MEPC.1/Circ.817 List of certificates and documents required to be carried on board ships, 2013.
10. MSC.1/Circ.1463 Application of SOLAS regulations XII/3, XII/7 and XII/11.
11. MSC.1/Circ.1466 Unified interpretations on fall preventer devices (MSC.1/Circ.1392 and SC.1/Circ.1327).
12. MSC.1/Circ.1467 Unified interpretation of SOLAS regulation II-1/26.3.
13. MSC.1/Circ.1468 Unified interpretation of paragraph 1.1.4 of the LSA Code.
14. MSC-MEPC.5/Circ.8 Unified interpretation of the application of regulations governed by the building contract date, the keel laying date and the delivery date for the requirements of the SOLAS and MARPOL Conventions.
15. MSC-MEPC.3/Circ.4 Revised harmonised reporting procedures – Reports required under SOLAS regulations I/21 and a XI-1/6, and MARPOL, articles 8 and 12.
16. COMSAR.1/Circ.57 Guidance on the use of the graph at figure N.14, appendix N of IAMSAR Manual, Volume II.
17. SN.1/Circ.322 Information on the display of AIS-SART, AIS Man Overboard and EPIRB-AIS devices.

## CONSULTATIONS

### Open Consultations

#### Draft Marine Guidance Note – Standards for Non-Passenger Vessels operating solely on Inland Waterways in the United Kingdom

The purpose of this consultation is to update guidance concerning the mandatory safety requirements that apply nationally to inland waterway non-passenger vessels that operate solely in the United Kingdom.

This includes details of safety equipment applicable to Class IX(A) and IX(A)(T) vessels and the alternative MCA standards that may be used instead of the main statutory requirements for certain vessels, together with a summary of other safety and antipollution regulations that may apply to inland waterway non-passenger vessels.

### Closed Consultations

#### Boat Masters Licences and The European Commission's consultation on "recognition and modernisation of professional qualifications in inland navigation"

The BMF has recently responded to a European Commission consultation on the recognition and modernisation of professional qualification in inland navigation, the introduction of which could impact the current MCA BML programme.

The main changes outlined within the EU proposal include:

- Mandatory minimum qualification for the person second in charge of a vessel;
- Removal of local knowledge;
- Extending application of a replacement Directive to all waterways (i.e. no derogation);
- Introduction of an electronic Service Record Book (e-SRB) and other technological devices for inland waterway vessels;
- Accepting a wider scope of experience as equal to service on inland waterways; and
- The introduction of 'Riverspeak' (simplified common language).

The BMF Technical department will disseminate further information as it becomes available.

## MERCHANT SHIPPING (M) NOTICES

<http://www.dft.gov.uk/mca/mcga07-home/shipsandcargoes/mcga-shipsregsandguidance/marinenotices.htm>

#### MSN 1837 (M) Categorisation of Waters

*Notice to all Owners, Operators and Masters. This statutory Merchant Shipping Notice sets out the categorisations of waters in the United Kingdom.*

The notice replaces and augments MSN 1776(M) and MSN 1827(M) with new amendments. The categorisations determine the waters not regarded as "sea" for the purposes of Merchant Shipping legislation (excepting marine pollution).

1. Annex Definition
  - 1.1 The Annex to this Merchant Shipping Notice sets out the categorisations that apply to waters in the United Kingdom. These categorisations are given statutory force by way of Regulation 2 of the Merchant Shipping (Categorisation of Waters) Regulations 1992.
2. Amendments
  - 2.1 EAST OF ENGLAND – COASTAL Bridlington is considered Category C within the breakwater.
  - 2.2 EAST OF ENGLAND – COASTAL Walton Backwaters is considered Category C within a line from the northerly point of Walton Hall Marshes to Stone Point and thence to Windpump on Horsey Island, and from within a line from the landing east of Bramble Creek to the northern edge of Horsey Island. It is considered Category D, in the summer only, west of a line from Pillbox northeast of Irlam's Beach to Stone Point.
  - 2.3 WEST OF ENGLAND AND WALES – COASTAL Preston and Southport is considered Category C within a line from the white tower at Lytham to silos at Southport and within Preston docks, and Category D within a line from Lytham St Anne's pier to Southport pier.
3. Definitions of the four types of categorised waters
  - 3.1 Category A: Narrow rivers and canals where the depth of water is generally less than 1.5 metres.
  - 3.2 Category B: Wider rivers and canals where the depth of water is generally 1.5 metres or more and where the significant wave height could not be expected to exceed 0.6 metres at any time.
  - 3.3 Category C: Tidal rivers and estuaries and large, deep lakes and lochs where the significant wave height could not be expected to exceed 1.2 metres at any time.
  - 3.4 Category D: Tidal rivers and estuaries where the significant wave height could not be expected to exceed 2.0 metres at any time.
4. Application
  - 4.1 These categorisations apply specifically to the operation of Class IV, V and VI Passenger Ships and also determine which waters are not regarded as "sea" for the purposes of regulations made, or treated as made, under Section 85 of the Merchant Shipping Act.
  - 4.2 Under the Merchant Shipping (Prevention of Oil Pollution) Regulations 1996 it should be noted that "sea" includes any estuaries or arms of the sea.
  - 4.3 These categorisations should not be confused with classifications for Passenger Ships as designated in the Merchant Shipping (Passenger Ships on Domestic Voyages) Regulations 2000 which implement the EC Directive on Safety Rules and Standards for Domestic Passenger Ships.
  - 4.4 The categorisations shown in the Annex apply at all times of the year unless otherwise indicated. "Summer" means the months of April to October, inclusive, and "winter" means the months of November to March, inclusive.

## Merchant Guidance Notes

#### MGN 496 (M+F) Certificate of Competency for Master Workboat less than 500GT unlimited

*Notice to all Masters, Officers and Seafarers in the Merchant Navy and to those involved in Maritime Training.*

This notice describes the system for the certification for Masters of workboats less than 500GT operating in the unlimited area.

#### Key points:

This certification system provides details for deck officers and masters serving in workboats of less than 500GT covered by either MGN 280, the revised Code of Practice for the Safe Operation of Small Workboats (2013) or those not covered by MSN 1802.

#### This notice covers:

1. Introduction
2. Certificate Structure
3. Medical Fitness and Eyesight Standards
4. Service Definitions
5. Proof of Service and Testimonial
6. Oral Examination
7. Training Modules
8. Ancillary Training Courses
9. Application Procedure
10. Notice of Eligibility (NOE)
11. Education and Training
12. Revalidation

#### **MGN493 (M+F) The Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Asbestos) Regulations 2010 as amended by the Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Asbestos) (Amendment) Regulations 2013**

*Notice to all Ship, Yacht and Fishing Vessel Owners, Operators and Managers and other employers of seafarers; Masters, Officers and Seafarers on Merchant Ships, Hovercraft and Yachts; and Skippers and Crew of Fishing Vessels, Small Commercially Operated Vessels and Yachts with paid crew whether operating at sea or in inland waters. This notice should be read in conjunction with Marine Guidance Note MGN 429 (M+F) which provided guidance on the requirements of the Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Asbestos) Regulations 2010 (SI 2010/2984) as originally introduced.*

This Marine Guidance Note provides guidance on changes made to the Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Asbestos) Regulations 2010 as a result of EU concerns regarding the implementation of Directive 83/477/EEC (as amended by Directives 91/382/EEC, 98/24/EC, 2003/18/EC and 2007/30/EC).

#### **MGN 492 (M+F) Health and Safety at Work: Protecting those not employed by the ship owner**

*Notice to all ship owners and fishing vessel owners, employers, masters and seafarers. This notice should be read with the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 and MGN 20.*

1. It is not only the employer who has a duty of care towards their workers under the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 (referred to in this notice as "the General Duties Regulations");
2. Each employer has a duty of care both to workers and to others on board who are affected by their business;
3. The Company has a duty to coordinate health and safety for all workers and others on board, by working with and sharing information with other employers, including contractors temporarily on board ship;
4. Workers should take care for, and report any concerns about, the safety of contractors operations in the same way as they would for ship's crew.

#### **MGN 495 (M+F) Certificate of Competency for Master and Officer of the Watch Tug less than 500GT and 3000GT near coastal and Certificate of Proficiency for Tug Rating**

*Notice to all Masters, Officers and Seafarers in the Merchant Navy and to those involved in Maritime Training. This notice replaces MGN 209 (M).*

This notice describes the system for deck officers and ratings to gain certification for Tugs working in near coastal areas and categorised waters.

The certification system uses both Maritime Studies Qualifications and STCW courses to allow deck officers and ratings to achieve Tug restricted qualifications for Master, Officer of the Watch (OOW) and Rating.

#### This notice covers:

1. Introduction
2. Certificate Structure
3. Medical Fitness and Eyesight Standards
4. Service Definitions
5. Proof of Service and Testimonials
6. Oral Examination
7. Ancillary Training Courses
8. Application Procedure
9. Notice of Eligibility (NOE)
10. Education and Training
11. Revalidation

#### **MGN 466 (M) The Rescue Boat Code (The Code of Practice for Open Rescue Boats of Less Than 15 Metres in Length)**

*Notice to all designers, builders, owners, operators, employers, crews and helmsmen of rescue boats.*

This Marine Guidance Note introduces the MCA publication, The Rescue Boat Code (The Code of Practice for Open Rescue Boats of Less Than 15 Metres in Length), which offers a more appropriate standard, on a voluntary basis, to rescue boat organisations for their inshore rescue boats that might otherwise be subject to the Small Commercial Vessel and Pilot Boats Code (SCV Code, published as MGN 280).

HMCG declared facilities that are less than 15 metres in length are required to meet this Code.

The Code does not apply to rescue boats carried on ships as part of their Life Saving Appliances required under SOLAS or national regulations.

### **Marine Information Notices**

#### **MIN 465 (M+F) Relocation of Great Yarmouth Marine Office**

*Notice to all Ship Owners, Ship Operators, Managers, Harbour Authorities, Masters, Merchant Seafarers, Fishing Vessel owners, Managing Agents and Crews, Domestic Vessel Operators, Naval Architects and General Public. This MIN expires 1st June 2014.*

This MIN provides information regarding the relocation of the Maritime and Coastguard Agency (MCA) Marine Office Great Yarmouth to Norwich.

MCA Marine Office Great Yarmouth relocated to new premises on Thursday 23rd May 2013.

New address and contact details:

Maritime and Coastguard Agency  
Norwich Marine Office  
Rosebery Court  
Central Ave  
St Andrews Business Park  
Norwich  
NR7 0HS  
Telephone: 01603 437800  
Fax: 01603 437666  
Email: [norwich.mo@mcga.gov.uk](mailto:norwich.mo@mcga.gov.uk)

#### **MIN 464 (M+F) Non-Pyrotechnic Flares**

*Notice to all Ship Owners, Ship Operators, Port Operators, Harbour Masters, Yacht Skippers, Pleasure Vessel Users, Masters and owners of vessels operating on Inland Waterways, Fishing Vessel Skippers and Seafarers. This MIN expires 30th June 2015.*

Where the carriage of flares is mandatory, hand-held distress flares must meet the requirements of the Marine Equipment

Directive which incorporates European and IMO requirements. None of the EVDS on the market, that we are aware of, currently meet the light intensity required by the IMO Life Saving Appliance Code and as such do not conform to the Directive. This means that they cannot be carried as a substitute for pyrotechnic flares on vessels to which mandatory carriage applies.

Where carriage of flares is non-mandatory and due to the possibility that EVDS may not be recognised internationally as a distress signal, the MCA advises that EVDS, for the time being, should not be carried as a substitute for conventional pyrotechnic flares. However, for all pleasure vessels, seagoing commercial vessels, and most non-seagoing commercial vessels EVDS may be carried and used as a locating device, though their limitations should be recognised and all parties involved made aware of the type of signal being generated.

#### **MIN 461 (M) Written examination dates 2013/14: Engineer Officers (Yachts and Sail Training Vessels)**

*Notice to all Owners, Masters, Engineer Officers and Crews of commercially operated yachts, large private yachts and sail training vessels and to those involved in Maritime Training. This notice replaces MIN 432 (M) from 1st September 2013. This MIN expires 31st August 2014.*

This notice sets out the written examination dates for Engineer Officer Certificates of Competency (limited to yachts and sail training vessels) for the academic year commencing 1st September 2013.

Only dates for the Yacht 2 General Engineering Science I and II examinations are set. All other papers will be on demand at the request of a training provider giving a minimum of 14 days' notice.

#### **MIN 459 (M+F) Navigation: MCA Policy on charging for Navigation Warnings.**

*Notice to all users of the Navigation Warning services. This MIN expires 1st May 2014.*

This MIN lays out the MCA's policy on charging for Navigation Warnings, which is that all users, academics, charities, researchers and commercial organisations pay for the navigation warnings that their activities generate.

In addition it provides a list of subjects that would be considered suitable for broadcasting as a navigation warning and notes the recent price increase for the NAVTEX broadcasting service.

## **BRITISH, EUROPEAN AND INTERNATIONAL STANDARDS**

### **Standards Listing**

#### **Newly Revised Standards**

##### **EN ISO 16147:2002**

*Small craft – Inboard diesel engines – Engine-mounted fuel and electrical components (ISO 16147:2002+A1:2013).*

ISO 16147 establishes requirements for the design and installation of engine-mounted fuel and electrical components on diesel inboard-mounted engines for minimizing fuel leakage and the risk of and/or the spread of fire on small craft of hull length up to 24 metres.

### **Ongoing Work Items**

##### **BS EN ISO 6185-3:2001**

4 – Inflatable Boats – Part 3: Boats with a maximum motor power rating of 15KW and greater

##### **BS EN ISO 7840:2004**

Fire resistant fuel hoses

##### **BS EN ISO 8469:2006**

Non fire resistant fuel hoses

##### **ISO 9094**

Fire protection

##### **BS EN ISO 10088:2009**

Permanently installed fuel systems

##### **BS EN ISO 10239:2008**

Liquid Petroleum Gas (LPG) systems

##### **BS EN ISO 14509:2008**

1 Airborne sound emitted by powered recreational craft – Part 1: Pass-by measurement procedure

##### **BS EN ISO 14895:2003**

Liquid fuelled galley stoves

##### **BS EN ISO 15085:2003**

Man Overboard prevention and recovery

##### **ISO 16315**

Electrical Propulsion Systems



## RCD AND ASSOCIATED STANDARDS - AUGUST 2013

08/08/2013

Abbreviations:

ISO International Standard - normally published as EN and BS after publication as ISO  
EN European Norm (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

STATUS	NUMBER	YEAR	TITLE	COMMENTS
BS EN ISO	*6185-1	2001	Inflatable boats engine power up to 4.5kw	Current
BS EN ISO	*6185-2	2001	Inflatable boats engine power 4.5kw to 15kw	Current
BS EN ISO	*6185-3	2001	Inflatable boats engine power 15kw and greater	Under revision - At DIS stage
BS EN ISO	*6185-4	2011	Inflatable boats 8m to 24m power 15kw and greater	Current
BS EN ISO	*7840	2004	Fire resistant fuel hose	Under revision -t At FDIS stage
BS EN ISO	*8099	2001	Holding tanks	Current
BS ISO	8178 - 1	2006	Reciprocating internal combustion engines. Exhaust emission measurement - Test bed measurement of gaseous and particulate exhaust emissions.	
BS ISO	8178 - 2	1997	ditto - Measurement of gaseous and particulate exhaust emissions on site.	
BS ISO	8178 - 3	1994	ditto - Definitions and methods of measurement of exhaust gas smoke under steady state conditions.	
BS ISO	8178 - 4	1996	ditto - Test cycles for different engine applications.	
BS ISO	8178 - 5	1997	ditto - Test fuels	
BS EN ISO	*8469	2006	Non-fire resistant fuel hose	Under revision - At FDIS stage
BS EN ISO	*8665	2006	Engine power measurement and declaration	Current
BS EN ISO	*8666	2002	Principal data	Current
BS EN ISO	*8847	2004	Steering - wire rope and pulley	Current
BS EN ISO	*8849	2003	Electric bilge pumps	Current
BS EN ISO	*9093-1	1998	Seacocks and through hull fittings - Metallic	Current
BS EN ISO	*9093-2	2002	Seacocks and through hull fittings - Non-metallic	Current
BS EN ISO	*9094-1	2003	Fire protection to 15m	Current
BS EN ISO	*9094-2	2002	Fire protection 15-24m	Current
ISO	9094		Fire protection	New standard - At DIS stage
BS EN ISO	*9097 + A1	2000	Electric fans/blowers	Current
BS EN ISO	*10087	2006	Craft identification (CIN no.)	Current
BS EN ISO	*10088	2009	Permanently installed fuel systems and tanks	Under revision - At FDIS stage
BS EN ISO	*10133	2012	Electric systems - extra low voltage d.c.	Current
BS EN ISO	*10239	2008	LPG system	Under revision - At DIS stage
BS EN ISO	*10240	2004	Owners manual	Current
BS EN ISO	*10592 + A1	2000	Steering - Hydraulic	Current
BS EN ISO	*11105	1997	Petrol engine - Ventilation	Current
BS EN ISO	*11192	2005	Graphical symbols	Current
BS EN ISO	*11547 + A1	2000	Start-in-gear protection	Current

STATUS	NUMBER	YEAR	TITLE	COMMENTS
BS EN ISO	*11591	2011	Field of vision	Current
BS EN ISO	*11592	2001	Determination of maximum power	Current
BS EN ISO	*11812	2002	Cockpits	Current
BS EN ISO	*12215-1	2000	Scantlings - GRP reference laminate	Current
BS EN ISO	*12215-2	2002	Scantlings - Core materials for composites	Current
BS EN ISO	*12215-3	2002	Scantlings - Steel, aluminium wood, etc.	Current
BS EN ISO	*12215-4	2002	Scantlings - Workshop conditions	Current
BS EN ISO	*12215-5	2008	Scantlings - Design pressures	Current
BS EN ISO	*12215-6	2008	Structural arrangements	Current
ISO	12215-7	2008	Scantlings - Multihulls	New Standard - Delayed
BS EN ISO	*12215-8	2009	Scantlings - Rudders	Current
BS EN ISO	*12215-9	2012	Appendages and rig attachments	Current
BS EN ISO	*12216	2002	Windows and hatches	Current
BS EN ISO	*12217-1	2013	Stability - Non-sailing boats > 6m	Current
BS EN ISO	*12217-2	2013	Stability - Sailing boats >6m in length	Current
BS EN ISO	*12217-3	2013	Stability - Boats of <6m in length	Current
BS EN ISO	*13297	2012	AC electric system	Current
ISO	13342	1995	Outboard motor static thrust measurement	Current
BS EN ISO	*13590	2003	Personal watercraft (PWC)	Current
BS ISO	13591	1997	Portable fuel system for outboards	Current
BS ISO	13592	1998	Petrol engine backfire prevention	Current
BS EN ISO	*13929	2001	Steering gear - Rack and pinion	Current
BS EN ISO	*14509-1	2008	Measurement of sound emitted by powered recreational craft pass by test	Under revision - At CD stage
BS EN ISO	*14509-2	2006	Sound testing reference boat concept	Current
BS EN ISO	*14509-3	2009	Sound testing SoundBoat method	Current
BS EN ISO	*14895	2003	Liquid-fuelled galley stoves	Current
BS EN ISO	*14945	2004	Builders plate	Current
BS EN ISO	*14946	2001	Maximum load capacity	Current
BS EN ISO	*15083	2003	Bilge pumping systems	Current
BS EN ISO	*15084	2003	Strong points, anchoring etc	Current
BS EN ISO	*15085 + A1	2009	Guard rails, lifelines and handrails	Under Revision - At WD stage
BS EN ISO	*15584	2001	Inboard mounted petrol engine fuel and electrical components	Current
BS EN	*15609	2012	LPG Propulsion systems	Current
BS EN ISO	*15652	2005	Steering systems - mini-jet boats	Current
BS EN ISO	*16147	2002	Inboard mounted diesel engine fuel and electrical components	Current
BS EN ISO	*16180	2013	Electric Navigation lights - Installation and Placement	Current
ISO	16315		Electrical Propulsion Systems	New standard - At DIS stage
BS EN ISO	*21487	2012	Permanently installed petrol and diesel fuel tanks	Current
BS EN ISO	*25197	2012	Electrical/Electronic control systems for steering, shift and throttle	Current
BS EN	*28846 + A1	2000	Electrical Devices - Protection against ignition of surrounding flammable gases (ISO 8846:1990/A1:2000)	Current
BS EN	*28848 + A1	2000	Remote Steering Systems (ISO 8848:1990/A1:2000)	Current
BS EN	*29775 + A1	2000	Remote steering systems for single outboard motors of 15-40kw (ISO 9975:1990)	Current
BS EN	*60092-507	2000	For 3-phase electrics only	Current

## Other standards

STATUS	NUMBER	YEAR	TITLE	COMMENTS
PD	5482-3	2005	CoP LPG installations in boats and yachts presumption of conformity	Under revision - no
BS	8511	2010	CoP for the Installation of Solid Fuel Heating and Cooking Appliances in Small Craft	Current
BS ISO	9650-1	2005	Liferafts - Type I (offshore)	Current
BS ISO	9650-2	2005	Liferafts - Type 2 (coastal)	Current
BS ISO	9650-3	2009	Liferafts - Materials	Current
ISO	10134	2003	Lightning protection	Current
BS EN ISO	12401	2009	Small craft - Deck safety harnesses and safety line for use on recreational craft	Current
BS EN ISO	12402-1	2005	Lifejackets - Ships	Current
BS EN ISO	12402-2/A1:2010	2006	Lifejackets 275N	Current
BS EN ISO	12402-3/A1:2010	2006	Lifejackets 150N	Current
BS EN ISO	12402-4/A1:2010	2006	Lifejackets 100N	Current
BS EN ISO	12402-5/A1:2010	2006	Buoyancy aids 50N	Current
BS EN ISO	12402-6/A1:2010	2007	PFD - Part 6: Class F	Current
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	Current
ISO	14227	2001	Magnetic compasses	Current
BS EN	60945	2002	Nav and radiocomm equipment testing methods	Current
ISO	12133	2011	Carbon Monoxide detecting systems	Current

## Large Yacht Standards

PROJECT NUMBER	PROJECT	COMMENTS
ISO/CD 11208	Windows and port lights – Security requirements	Withdrawn
ISO 11209:2012	Deck crane and access gangways strength requirements	Published
ISO 11336	Strength, weathertightness and watertightness of glazed openings	
ISO 11336-1:2012	Design criteria, materials, framing and testing of independent glazed openings	Published
ISO/NP 11336-2	Design criteria, structural support, installation and testing of glazed openings integrated into adjacent structures	Awaiting New Work Item Proposal
ISO/NP 11336-3	Quality assurance, installation and in-service inspection	Awaiting New Work Item Proposal
ISO 11347:2012	Coatings – Measurement and analysis of the visual appearance of coatings	Published
ISO/NP 14884	Weathertight Doors – Strength and Weathertightness requirements	New project approved but time critical
ISO/DIS 14885	Machinery – Main and Auxiliary Diesel Engines – Safety Requirements	DIS vote approved
ISO/CD 14886	Structural fire protection for FRP yachts	DIS vote underway
ISO/DIS 16556	Deck equipment – Anchoring Equipments	DIS vote approved
ISO/NP XXX	Coatings: Exterior application processes and inspection methods	Awaiting New Work Item Proposal
ISO/NP N45	Yachts Recycling	Project cancelled

## MANUFACTURING NEWSLETTER #22

### BOATBUILDING EFFICIENTLY WITH COMPOSITES

Chilworth Manor, Southampton, 2nd July 2013  
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Delegates from boatbuilders, the marine supply chain, composites supply chain and others attended a Materials KTN event, supported by the BMF, Transport KTN and National Composites Centre, to look at the role of composites in modern day boatbuilding and how the composite marine market is maturing. The event welcomed a wide variety of speakers, many of them from BMF members, all giving an insightful and informative look at how composites plays a part in their business. BMF Technical Executive Andrew Thomas kindly opened proceedings with an overview of the leisure, superyacht and small commercial marine market and how it has coped since the recession hit.

Nigel Stuart (MD, Discovery Yachts) followed, giving an honest take on the introduction of infusion for the Discovery 57 and how they worked closely with Marineware, who provided key knowledge and support throughout the process. Adam Sobey (University of Southampton) and Dennis Watson (Griffon Hoverwork) then introduced attendees to concurrent engineering, which sees designers, production team and users communicating to reduce costs and improve productivity. Using composites to achieve leaner production was the topic for Steve Austen (RNLI), who impressed the attendees with the significant financial and time savings achieved during the design and build of the new Shannon Class lifeboat.

In the run up to lunch, the topics changed slightly to provide delegates with information on what national activities and opportunities are available to boatbuilders to help them engage with the composites sector. Will Searle (Programme Director, Composites Innovation Cluster) invited delegates to get involved in the projects that are benefitting from significant investment from the Government's Advanced Supply Chain Initiative. Paul Shakspeare (Shakspeare Services Ltd) reported on the newly formed Composites Leadership Forum and the recently launched UK Composites Study. Stella Job (Materials KTN) and Adrian Waddams (Transport KTN) set out what assistance is available to the industry to help it make the most of the wide variety of grants and opportunities open to the sector.

Following the lunch break, Nigel Keen (National Composites Centre) presented the innovations trialled in building a hull mould tool for a Class 950 racing yacht. Adrian Gillitt (Green Marine) gave a fascinating talk about how Green Marine has taken its composites expertise and expanded capability into the field of offshore renewables. Henry Nicholson-Cole (Norco) spoke about the work they have undertaken to improve efficiencies through new tooling and processes. Rod Fogg (Gurit) used the case study of the Swan 105 yacht to show how composites use has increased in the build of large (>30m) boats over recent years. The penultimate speaker was Julian Spooner (Princess Yachts) who talked about the wide range of improvements that Princess has made since it started using infusion some 6-7 years ago and how collaborating across sectors has benefitted them.

Before the final speaker, there was time to open the floor to a few discussion topics, which included how classification societies can be encouraged to be more open to innovation; and what the possibilities were for Government to make funds available for specific marine composite innovation and growth. It fell on

David Elson, Lead Technologist Marine, Technology Strategy Board (formerly Technical Director, BMF) to provide the closing remarks. He provided an overview of the TSB's work to inject funds into the marine sector and how Government's attitude towards marine was changing and falling in line with what is currently experienced in the aerospace and automotive sectors.

All the presentations from the event will be available on the Materials KTN website at:  
<https://connect.innovateuk.org/web/materialsktn>

### GRANT FUNDING SUPPORT FOR BMF MEMBERS

The BMF has appointed TBAT Innovation Ltd to provide grant funding support to BMF members to assist them, primarily, with access to Grant Funding (for R&D and capital expenditure) and R&D Tax Credits. The aim of this partnership is to raise awareness of, support access to and increase the securing of this type of funding by members.

With the majority of the BMF's membership being Small & Medium Sized Enterprises (SMEs), the most likely source of grant funding for technology and product development will be from the Technology Strategy Board (e.g. SMART grants). However, recognising that there are regional-centric grant sources for R&D and for capital investment that could benefit BMF members, typically administered through Local Authorities or Local Enterprise Partnerships (LEPs), TBAT Innovation will be able to advise and assist with grant funding across the wide spectrum of initiatives available in the UK.

TBAT Innovation will be supporting the BMF in promoting schemes to members by providing:

- An initial summary of relevant Grant Funding and an overview of R&D Tax Credits
- Case study examples for both elements
- Regular updates on grant funding opportunities
- Attendance/Advisory Support/Presentations at relevant events/seminars
- Support to BMF working groups as required

#### Overview of Grant Funding Support

TBAT Innovation aims to take the hassle out of making applications, by driving the process, minimising impact on members' time and allowing them to focus on their business. Therefore, TBAT Innovation will be offering support and advice, as well as an initial free consultation process (including a visit if necessary) with interested members. TBAT Innovation will then provide complete project support, right through to submission. Any decision to pursue a bid with TBAT Innovation's support will be subject to the agreement of commercial terms.

#### About TBAT Innovation

TBAT Innovation Limited has over 10 years' experience of working within energy, manufacturing, engineering and construction industries within both the private and public sectors with a particular focus on R&D. During this time TBAT Innovation has been successfully undertaking grant application support and more recently R&D Tax Claim activity on behalf of product/technology focused companies. These elements of its service offering can therefore be considered as core competences of the business. In all projects they draw on their engineering/technical backgrounds to develop a rapid understanding of the challenges clients face.



They have an excellent track record of delivering numerous similar interventions throughout the UK across multiple sectors and references can be provided as required. For more information contact TBAT Innovation via their website [www.tbat.co.uk](http://www.tbat.co.uk) or telephone 01509 670610 and state you are a BMF member.

## **ADVANCED MANUFACTURING SUPPLY CHAIN INITIATIVE & COMPOSITES INNOVATION CLUSTER**

As a reminder, last year the Chancellor of the Exchequer announced additional funding of £120m into the Advanced Manufacturing Supply Chain Initiative (AMSCI), which has already delivered two rounds and £125m of funding into UK supply chains. Round 3 closed at the end of May, but Round 4 is open and will close on 16th October. Rounds 3 and 4 will support research and development, skills training, and capital investment to help UK supply chains achieve world-class standards and encourage major new suppliers to locate in the UK.

The bid threshold is set at £2m, but smaller bids will be considered where a strong business case is made. Full details on the competition are available on the Technology Strategy Board website ([www.innovateuk.org/](http://www.innovateuk.org/)), which is working in partnership with the Department for Business, Innovation and Skills and Birmingham City Council to deliver the initiative.

One of the successful applicants from Round 2 of AMSCI was a consortium bid from the Composites Innovation Cluster (CiC), of which the BMF was a supporter. The CiC Project is led by the new Cytec Industrial Materials (Heanor, UK), partnered by Axillium and Composites UK in response to the demand signals of all UK industry sectors for the need to improve the UK's composite supply chain.

The CiC brings Academics, Suppliers and Primes together with the endorsement of the National Composites Centre, with the aim to support the delivery of a nationally connected network of composite knowledge and technology providers to address the market failures facing composites for high value manufacturing applications in the UK.

As well as having a seat on the CiC's Technology Steering Group, the BMF also encourages members to get involved with the CiC to ensure the marine industry is adequately represented in the future of the UK's composite supply chain. For more information on how to get involved with the CiC or for contact details, visit the CiC website ([www.the-cic.org.uk](http://www.the-cic.org.uk)).

## **PERIODIC ROADWORTHINESS TESTS FOR MOTOR VEHICLES AND THEIR TRAILERS: UPDATE**

In the last Technical Report (TR 106) we provided an update on EU proposals for a regulation on the periodic testing of the roadworthiness of vehicles and their trailers, which would bring O1 and O2 category trailers (those with a maximum permissible mass not exceeding 750kg and 3,500kg respectively) within its scope.

Since the last update, the Transport Committee of the European Parliament voted to drop all O1 and O2 trailers from the scope of this legislation. However, the European Parliament has now amended the approach again and proposed to restore O2 trailers with capacity over 2,000kg within the scope of the legislation.

This recent amendment will now have to be the subject of further discussions between the Member States and the European Parliament. These discussions are due to start in September. The UK's current position remains that O2 trailers should not come in

scope of the EU rules and the BMF has received assurances that this position will be maintained.

The BMF continues to work with the UK's Department for Transport and other relevant stakeholders on this subject and we will issue updates as and when they are available.

## **GROW OFFSHORE WIND: MANUFACTURER SUPPORT PROGRAMME**

For those companies with an interest or an involvement in England's offshore wind supply chain (including the manufacture and supply of boats and vessels for crew transfer etc. and their associated manufactured parts), an important programme has been launched to support companies exploring opportunities in this sector.

The GROW Offshore Wind Programme has been developed by RenewableUK, Grant Thornton and the Manufacturing Advisory Service (MAS). It is a Regional Growth Fund supported programme and companies who register their interest will receive an initial business capability review to identify potential market opportunities followed by further support and access to funding (match funded) if a company decides to proceed. The programme aims to sustain and create jobs over a 10 year period, although the programme is set to run until mid-year 2015.

RenewableUK, the trade association for UK renewable energy, is playing a leading role in the programme. It will be providing information about market opportunities to MAS advisers to provide to companies partaking in the programme. This work has been kick-started, and they are currently liaising with OEMs and top tier supply chain companies to find out real-time information about tendering opportunities for projects in UK waters and others. They have an established Supply Chain Strategy Group (comprising of wind turbine OEMs) who have provided support and input to the development of the programme from its outset.

To register your interest in the programme please visit its website [www.growoffshorewind.com](http://www.growoffshorewind.com). Alternatively, contact us at [technical@britishmarine.co.uk](mailto:technical@britishmarine.co.uk) and we will forward your details to the programme administration team.

## ENVIRONMENT UPDATE #14

### MARINE CONSERVATION ZONES – GOVERNMENT PUBLISHES SUMMARY OF RESPONSES

On 16th July, the Government published a summary of responses to the consultation on creating a series of Marine Conservation Zones (MCZs) around our coast and the Marine Management Organisation is launching a consultation on the first draft marine plans for the Eastern Inshore and Offshore areas. 40,632 responses to the MCZs consultation were received, ranging from support for the designation of all 127 MCZs recommended by regional projects to objections to many sites and concerns from most marine industries about management of MCZs.

A final decision on which sites will be designated will be made over the summer with the aim of making designations in the autumn. At the same time DEFRA will indicate their proposed approach to the next stage of work on MCZs. A copy of the Summary of Responses can be found by following the link below:  
<https://www.gov.uk/government/consultations/marine-conservation-zones-consultation-on-proposals-for-designation-in-2013>

Of particular interest to our sector is the following extract from page 22 of the paper:

There were site-specific concerns raised around potential restrictions to recreational activities, particularly the mooring and anchoring of leisure craft, and challenges to the cost estimates for this, and from members of the British Association for Shooting and Conservation. We will consider all these issues when making final decisions on the specific sites. We will only manage activities that have a detrimental impact on achieving the conservation aims of the MCZ. Where activities are not damaging to the species or habitats being conserved in an MCZ, then they will not need to be restricted, subject to normal licensing and management conditions.

The BMF will continue to represent the industry's concerns and interests throughout the ongoing designations of Marine Conservation Zones and would encourage any member who wants to know more about how it may impact on their business to contact Brian Clark, Head of External Relations, on 01784 223644.

## BMF SUMMARY OF BENEFITS

Our Government Relations team ensures 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 contracts 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
- **Statistics and Market Research**
  - Access to an experienced researcher on your bespoke needs
  - Access to more than 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 6,000 subscribers, members included
  - **Web Listing** – find a member with free web listing including your logos and 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 six international events where there are opportunities to promote your business
  - Over 16 market reports including Brazil, China and Korea
- **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
  - Six complimentary tickets (three 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 and 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 fit their business needs to provide networking opportunities, news and advice



**Contact us:**

**British Marine Federation**

Marine House, Thorpe Lea Road,  
Egham, Surrey TW20 8BF

Tel: 01784 473377 Fax: 01784 439678

E-mail: [info@britishmarine.co.uk](mailto:info@britishmarine.co.uk)

[www.britishmarine.co.uk](http://www.britishmarine.co.uk)