

To: All East Region Committee Members
From Terry Corner

12 J. Area Items of Regional Significance – Royal Naval Sailing Association, East Coast Branch

None. Work has started to scope a national rally to 70th anniversary of the D-Day landings on 6th June 2014. The driver is to try to remove the focus from the Solent area and reinforce within RNSA we represent the whole of the UK.

14 A Cruising and Government Affairs Committee

The Committee met on 9th November 2011.

The Inland Navigation Working Group is to be renamed Inland Navigation Panel. The terms of reference for ING and OCCP are to be kept as similar as possible as they provide the same function for inland and offshore.

MCZ reports had been submitted to Natural England and the Joint Nature Conservation Council. A further round of consultation is not likely before 2013. Three areas had been identified as being of ongoing concern to boaters. Alum Bay, IoW; Blakeney Marsh, Nfk; and Falmouth Harbour. Issues with Studland Bay are ongoing.

The MMO fee structure for dredging activities is considered potentially unaffordable. The MMO have indicated that following RYA and BMF representation will be reviewed.

CGAC recommended to Council that Julian Hansen be appointed as its Chairman from December 2011. No change was agreed for the other sub committees.

The meeting reviewed an update to the RYA policy towards offshore energy. The original paper is being split into three to cover Wind energy, wave energy and aquaculture. Fresh data from RORC has not identified any need to alter the minimum rotor clearance and this remains at 22m. The move to larger, more powerful turbines has actually increased the minimum clearance. The policy will reflect an increased underwater clearance to 4m. The wind energy paper is basically unaltered. Wave energy is a developing technology. Marking of installations, their location and possible exclusion zones marked on charts were issues to be addressed by developers in their navigational risk assessments.

The meeting was updated on the work of the European Boating Union. The RYA provided the secretariat so have a good opportunity to influence matters at a early stage. It is interesting to note that a EU proposal for an EU wide register of boats in response to concerns over the security on non-

SOLAS shipping had not received support from the EBA membership including many members from countries that had their own compulsory registration regimes.

E-borders still sits in the wings. Public reaction to border security in the last few weeks had increased the likelihood that it would not be politically acceptable for recreational boating to remain unmonitored.

14 B. Offshore and Coastal Consultative Panel

Concerns about MCZs and squeeze caused by offshore energy developments were discussed at length. Representatives were asked to emphasis to boaters within their region that the designation of a MCZ does not automatically mean an exclusion zone. Anchoring may be prohibited in places. The general perception that a MCZ is a bad thing needs to be resisted, because it could be good for boating by preventing other developments such as wind farms and tidal energy installations. Even reference areas may not impact on recreational boating. For example those in over 50m of water. We were asked to get such rumours under control. This will allow the RYA to concentrate its efforts on the small number of areas which could be problematic to recreational boaters, if they are selected by Government. The cumulative impact of offshore energy is being reviewed. Crown Estates has a review and the MCA and Trinity House are representing stakeholder interests. Following scare mongering in some of the Yachting Press a brief was given on the topic of Sea Cocks and Recreational Craft Directives (RCD). Reported under item 5, below.

14 C. Other

Since the meeting the Government has announced that the Coastguard reorganisation would proceed in accord with the Second Consultation. One new piece of information emerged the location for the southern Operations Centre is to be Fareham, Hants utilising the surplus regional fire control centre. No feedback has been received on the two queries raised by the RYA concerning 'local knowledge' and the Regulation item in the summary but not in the detailed workings.

Extract from OCCP Minutes 19th October 2011

14 D. Seacocks and RCD

Abbreviations:

(MB Mauve Bell RYA Northern Ireland. SC Stuart Carruthers RYA Cruising Manager. GL Gus Lewis RYA Legal Manager. TC Terry Corner RYA East Representative and OCCP Chair. NJ Nick Jordan RYA South East Representative.)

This item was added to the agenda late in the day by MB, who expressed concern about the lack of consumer protection for people that buy boats from new and compared the situation with boats to car tyres and instruments. She queried whether the RCD is actually fit for purpose asking if it is giving the boat owners the protection they need.

SC responded that the RCD is a marketing tool and sets a level playing field throughout the EEA. It set out a number of safety requirements, which can be met by using ISO standards to meet essential safety requirements which give a presumption of conformity. The RCD is under review and if the new version is agreed (in the next couple of years) then there should be better market surveillance for the RCD and for bringing national notified bodies together for common interpretation. The new proposal should address many of the concerns with the current RCD, but there is always the chance that some will try to circumvent it.

GL explained that the basic legal principals are the same between a yacht and a car, but on yachts the guarantee comes with the parts where as it comes with the whole car. The car industry has a much better idea what their duties are which the yachting industry hasn't. The car industry is far more compacted whereas yacht building is still a cottage industry in many cases. The consumer needs to flex its muscles more and complain more readily. There is nothing which needs to change in the RCD to protect the consumer, the dealer needs to be urged to rectify defects and not allowed to class them as teething problems. The best we can do is to encourage people to stand up for their rights.

SC went on to explain that the situation with seacocks is slightly different. The RCD states that there must be no degradation of seacocks within 5 years. Most problems that have occurred with seacock relate to them being replaced post construction with seacocks which do not meet the ISO standard. There have only been a very small number of ISO compliant seacocks failing.

To overcome this, the RYA needs to encourage boat owners to replace components with ISO compliant parts, as there is no requirement for all items on the market to meet the ISO standard. NJ suggested that the chandleries need to mark the items and make it clearer what the options are. GL added that the first stage is to create the demand for parts which meet the ISO standard. If the chandler doesn't know, owners should make them find out or go somewhere else where they do know. Progress is being made thought articles that the RYA is publishing to create the demand.

MB suggested that the RYA sometimes looks like it is too close to the industry, advising that she would like to see the RYA being more robust. GL advised that if members phone the legal helpline the RYA is very robust and only has the member's best interest in mind. In response to TC, SC advised that he has asked for the wording on corrosion in the ISO standard for seacocks to be made more robust at its next review.

TC and MB were in agreement, requesting that details that are explained at the OCCP meetings be provided in a written document for them to take back to their a ltem regions and home countries.