

MSC99 INTERVENTION

Thank You Sir

Good Morning/Afternoon to all.

Delegates will recall that the overwhelming majority of the yachtsmen and yachtswomen that World Sailing represents sail boats that fall outside the scope of the International Maritime Organisation's internationally agreed legal frameworks.

Sir, World Sailing is committed to the safety of yachting wherever it takes place. It publishes Offshore Special Regulations to establish minimum structural, stability, equipment and training standards for monohull and multihull yachts that take part in offshore and transoceanic sailing.

A considerable part of Offshore Special Regulations is devoted radio communication, navigation and safety equipment dependant on area of operation including those where air and sea temperatures fall below 5C and yachts are expected to be completely self-sufficient for long periods, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

World Sailing is aware that the Organisation has made a commitment in the past to address non-SOLAS vessels in the second phase of the Polar Code however, we can find no clear indications of any explicit agreement to Phase II being made mandatory. Furthermore, the fact remains that the legal framework is lacking to allow for the mandatory application of the Polar Code to non-SOLAS vessels.

In addition, World Sailing is aware from a number of papers that have been submitted to the Organisation from time to time that the number of incidents involving yachts is low and that many of those cited may not have been either prevented or mitigated by the Polar Code. Furthermore some carriage requirements are not feasible on yachts.

We note document MSC 99/7 submitted by Norway proposes a pragmatic approach which merits exploration, however, World Sailing strongly believes that the most sensible way forward is by way of guidelines which provide an equivalent level of safety.

Thank you Sir