

# THE WOOD REPORT

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## **WHEELHOUSE EQUIPMENT SURVEY**

**Business Report – TVA and Yacht Safety Update**

**Market Report – New Construction Information**

**Optical Shaft Alignment – Technical Report**

**Captain's Listing and Fuel Bunker Prices**

**New Product and Service Reviews**

THE LEADING BUSINESS JOURNAL FOR THE CONSTRUCTION,  
MANAGEMENT AND OPERATION OF LUXURY YACHTS

# Rule or be Ruled

Over the past few months, there have been various accidents involving large yachts in the Mediterranean, one of which has resulted in multiple fatalities. As a result, the International Regulatory Bodies are scrutinising, even

Investigation Branch (MAIB), acting for the British Authorities, are currently analysing the case where the tender to a British Flagged vessel, M.Y. Maridome, hit an obstacle causing the death of and serious injury to several members

Societies and Coast Guards around the globe, are currently working on improved control of both building and operating Luxury Yachts worldwide. In addition to these groups, the International Maritime Organisation (IMO), the big brother of the shipping community, is also getting involved. It is important that all sectors of the Industry keep in touch and keep these organisations informed. It is far better to influence the decisions of these bodies, than have rules imposed by outsiders. Chief Surveyors from both Lloyd's of London, one of the key Classification Societies for Yachts and the MSA will be pre-

## Avoidably detained

As a result of the Donaldson Enquiry in 1994, all vessels entering UK ports are subject to inspection. The Donaldson Enquiry, "Safer Ships and Cleaner Seas", allows surveyors from the MSA, to board any vessel visiting a UK Port, to ensure the vessel meets all port state control safety rules. If a vessel is found to be deficient or lacks the required documentation, the MSA can take a range of actions, that can lead to detention in serious cases. Out of twenty eight cases of detention in UK ports, during the month of August, three were classified as yachts. The reasons for detention were as follows:



more closely, our small but vital industry, not only to potentially raise monies via imposed TVA, but to ensure that all private and commercially operated yachts are built correctly and run to the highest safety standards, by professional crew. It is difficult for people outside our Industry to appreciate that yachts can be built without meeting strict safety standards, and can be run by unqualified crew (this needs to be clarified).

There are crew running yachts who may have little or no paper qualifications, but have good levels of sea time and run the vessel very professionally.

However, there are exceptions to the rule. As a result of the fatal accident in Greek waters, where four crew members lost their lives, the Marine Accident

of the crew. In addition to this case, a charter yacht recently caught fire, again in Greek Waters, and the crew, followed by the guests, dived into the water, only to see the vessel sink with all possessions. These two cases recently made the international press, and as a result, coupled with pressure from the high profile Charter guest, the Authorities and the MAIB are making full investigations. Many members of the Luxury Yacht Industry have speculated, that it will take a fatal accident to make the International Marine Governing Bodies, look more closely at our privileged environment of Luxury Yachting. The Marine Safety Agency (MSA), the newly packaged division of the U.K.'s Department of Transport, plus the various Classification

sending special discussion papers at our new technical seminar, Project' 95 (see page 10). They will both be publishing new building rules and safety regulations, for yachts over 24m l.o.a., in 1996/7. Before they are ratified by the IMO, we recommend that all members of Industry, both builders and operators, voice their opinions whilst attending the seminar or by fax to The Wood Report, where your questions or comments can be raised by the Project' 95 seminar Chairman, Lord Geddes, and presented to the speakers for discussion.

By debating the rules that are due to be imposed, before they become law, it gives everyone a chance to make sure they are fair and not too restrictive, after all the Industry's track record is not a bad one.

1. Still detained. Load line certificate and International Oil Pollution Prevention Certificate expired. Life rafts and rescue boats overdue for service.
  2. Detained for 4 days. Mate unqualified for his rank. Load line certificate not endorsed for annual survey.
  3. Still detained. Insufficient life saving equipment, radio and navigational equipment. Insufficient charts. No Oil Pollution Prevention Certificate.
- Although these sound like exceptional cases, it is wise to ensure that, before visiting a UK port, even for bunkering, you comply with all the necessary regulations.

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