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1. Yes, dangerous behaviour by irresponsible individuals in St.Aubin's bay-notably a disregard for the existing law-because it is not, (and never has been), adequately enforced/policed.
  2. Not sure
  3. The existing regulations are adequate if enforced, see note one above.
  4. No
  5. Emissions-2-stroke motors create more emissions than four stroke, however two strokes are now only sold to commercial operators, there are still plenty around which still function as they should, but they will all be overtaken eventually by four stroke motors, thereby achieving a reduction in emissions. Regarding noise emissions no detail has been given, EG what are the acceptable levels?
  6. Did not participate
  7. Yes
  8. Yes
  9. Seaworthy.... Difficult, needs more discussion.
  10. Traditionally this has been left to the individual, in both the UK and Jersey. Nowadays most, if not all, marine insurers are requiring proof of training/qualification for new sailors to validate their insurance. We, [REDACTED] can, and do, provide training services to clients who require it. However, in Jersey there are a multitude of highly skilled and experienced seamen and women, for whom it would be irrelevant, because they wouldn't learn anything they didn't already know, and would have to pay to attend a course.  
10b. It is already an offence under Jersey law to go to sea in an uninsured vessel.
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## **Concern over the wording of draft regulation 9K**

1. This wording has been cut and pasted for the last 30 to 40 years, and is, in my opinion, still flawed!

2. The master is not accompanied in or on the ship by “a person with experience in the relevant activity” who is watching over the well-being of the person being towed.

3. Experience in water skiing is not needed by the observer, whose duty is simply to relay hand signals to the master, of which there are only three or four, or tell the master that the person being towed has fallen off. The words in parenthesis can easily be deleted without any effect on safety.

There is a case to be made that a wide angle mirror on the towing craft, which enables the master to both look ahead and view the person being towed, adequately covers the situation, and this is the case in other jurisdictions.

As a commercial operator I would like to seek dispensation to use wide angled mirrors instead of the need to always carry an observer.

