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Isle of Man Ship Registry
Manx Shipping Notice

Red Ensign Group Yacht Code & Isle of Man LY3 National Annex	Ref. MSN 054 (Rev. 5) Issued: 20th Aug 2026

1. Introduction

This MSN advises of the new Red Ensign Group Yacht Code and also includes the National Annex for yachts constructed to LY1, LY2 or LY3.

2. Red Ensign Group (REG) Yacht Code

The Red Ensign Group Yacht Code was launched on 13th November 2017 at the Global Superyacht Forum in Amsterdam. The Isle of Man (IoM) Ship Registry's Regulations to apply the REG Yacht Code Part A and the Common Annexes entered into force on 01st January 2019. A link to the REG Yacht Code is available on the Red Ensign Group's website.

The REG Yacht Code Part A applies in its entirety to all commercial yachts of 24 metres in load line length or over, constructed on or after 01 January 2019, which are permitted to carry a maximum of 12 passengers. There are also additional requirements stated in Chapter 1.6 of the REG Yacht Code Part A, which existing commercial yachts must comply with prior to their first annual survey after 1st January 2019. However, these yachts may continue to be surveyed in accordance with the Code they were constructed under (LY1, LY2 or LY3).

The REG Yacht Code includes a set of Common Annexes that include many of the technical requirements for commercial yachts, for example, battery systems, over-side working and helicopter landing areas.

The REG Yacht Code Part B is the Passenger Yacht Code, up to 36 passengers. Please be aware, at this time, the Ship Registry is not including the REG Yacht Code Part B in our National Regulations.

3. The Large Commercial Yacht Code LY3 & the National Annex

The previous version of the REG Yacht Code is LY3. Provision is made within LY3 to add specific national requirements within a National Annex and the Ship Registry has produced its own National Annex that is set out in Schedule 1 to this MSN. The REG Yacht Code does not require a National Annex, however many of the requirements in the existing National Annex also relate to yachts subject to the REG Code Part A, so a reference to the REG Yacht Code has also been included in Schedule 1.

4. Red Ensign Group Yacht Code Certificate

Following a successful yacht code survey the IoM Ship Registry issues a 'Certificate of Compliance for a Large Commercial Yacht'. This certificate states the yacht has been surveyed in accordance with the Isle of Man Regulations and includes the following:

- Any limitations for the operational areas of the yacht;

- the Code which the yacht was constructed under; and
- the total number of persons for which life-saving appliances are provided.

For "Pleasure Yacht Charter Ready" yachts a Yacht Code Statement of Compliance for a Large Commercial Yacht will be issued when the vessel is operating in pleasure mode to show ongoing compliance with commercial yacht code standards is being maintained.

For "Yachts Engaged in Trade" (see paragraph 7), the yacht shall be issued with a Yacht Engaged in Trade Certificate of Compliance, to show ongoing compliance with commercial yacht code standards is being maintained.

Existing commercial yachts registered with the Isle of Man (constructed prior to 1st January 2019), must comply with the additional requirements stated in Chapter 1.6(2) of the REG Yacht Code by their next annual survey after 1st January 2019. These yachts will be issued with the latest version of the Certificate, (Red Ensign Group Yacht Code Certificate for a Large Commercial Yacht) following their next renewal survey after 1st January 2019.

All commercial yachts registering with the Isle of Man following 1st January 2019 will be issued with the new version of the certificate following a successful yacht code survey.

5. Manning and seafarers' certification

The manning and training requirements for seafarers working on all Isle of Man commercial yachts is stated in Schedule 3. Tables 1 & 2 detail the Isle of Man's requirements for manning and seafarers' certification and Table 3 clarifies the equivalent engineers' certification for each position.

Manning requirements for large commercial yachts of 3000GT and over will be considered on a case-by-case basis.

6. Equivalent Arrangements, Alternative Design and Arrangements and Exemptions

Any proposals for Equivalent Arrangements, Alternative Design and Arrangements and Exemptions must be submitted to the Ship Registry for approval.

7. Yacht Engaged in Trade (YET)

The provisions of this National Annex shall apply to a Yacht Engaged in Trade; that is a yacht which is issued with a Yacht Engaged in Trade Certificate of Compliance (YET COC). The YET COC is issued in accordance with the provisions of this Notice.

See MSN 075 for more information on the YET Scheme.

8. Additional Voluntary Flag Notations

The Isle of Man permits the assignment of certain additional voluntary flag notations where a commercial yacht and/or its equipment is found to be over and above what is required by the REG Yacht Code and meeting the requirements set out in Schedule 4 to this notice.

9. Reference Material

Documents referred to in this MSN:

- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, up to and including the 2010 Manila Amendments (STCW Convention);
- IMO MSC/Circ.981 Guidelines for the design, construction and operation of passenger submersible craft;
- MSN 020 Recognised Organisations;
- MSN 032 Long Range Identification and Tracking of Ships
- MSN 046 STCW Convention regulation VI/6 Mandatory minimum requirements for security-related training and instruction for all seafarers;
- MSN 051 IoM Regulations implementing the STCW Manila Amendments;
- MSN 1859 (M+F) Training & Certification Guidance: UK Requirements for Engineer Officers on Large Yachts (over 24m), published by the Maritime & Coastguard Agency;
- MLN 4.1 Medical care onboard ship and ashore;
- MLN 4.3(C) Health and Safety (Noise);
- Merchant Shipping (Registration of Submersible Craft) Regulations 1976;
- Merchant Shipping (Submersible Craft Construction and Survey) Regulations 1981;
- Merchant Shipping (Submersible Craft Operations) Regulations 1987;
- Merchant Shipping (Safety Provisions)(Application) Order 1992
- Merchant Shipping (Pleasure Vessel) Regulations 2003;
- Merchant Shipping (Maritime Labour Convention) Regulations 2013;
- Merchant Shipping (MARPOL Annex IV Prevention of Pollution by Sewage) Order 2014;
- Merchant Shipping (MARPOL Annex V Prevention of Pollution by Garbage) Order 2014;
- Merchant Shipping (MARPOL Annex VI Prevention of Air Pollution) Order 2014;
- Merchant Shipping (Control of Harmful Anti-Fouling Systems) Order 2014; and
- Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 2018
- Merchant Shipping (MARPOL Annex I Prevention of Pollution by Oil) Order 2019.

Most Regulations and notices are available on the Isle of Man Government website: www.iomshipregistry.com or by contacting marine.survey@gov.im

Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from ship to ship. You should consider seeking independent legal advice if you are unsure of your own legal position.

SCHEDULE 1

LY3 National Annex & REG Yacht Code additional information

Please note LY3 requires a National Annex which is included in this Schedule. The REG Yacht Code does not require a national Annex, however the information below is relevant to all commercial yachts registered with the Isle of Man.

The Chapter references in this Schedule relates to the relevant Chapters of LY3 and REG Yacht Code.

Definitions	
LY3 Chapter 2	**REG Yacht Code Chapter 2**

Aviation Inspection Body

"Aviation Inspection Body" is the body delegated the responsibility for inspecting helicopter landing areas by the Ship Registry. The bodies currently delegated this responsibility are the Helideck Certification Agency or a nationally accredited civil aviation authority. The current list of approved bodies is maintained in the Isle of Man Commercial Yacht Master's Handbook.

Minimum age of trainees

In accordance with the Merchant Shipping (Maritime Labour Convention) Regulations 2013, a person under the age of 16 may not be employed to work in any capacity onboard a commercial yacht.

Pleasure vessel definition

In accordance with the Merchant Shipping (Pleasure Vessel) Regulations 2003, "pleasure vessel" means any vessel which at the time it is being used:

a. is wholly owned by an individual or individuals, and is used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or
b. is owned by a body corporate, and is carrying only such persons as are the employees or officers of the body corporate, or their immediate family or friends; and
c. is on a voyage or excursion which is one for which the owner does not receive money or money's worth for or in connection with the operation of the vessel or the carrying of any person other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion, and no other payments are made by, on behalf of, or for the benefit of users of the vessel, other than by the owner; or
d. is owned by a body corporate but pursuant to a long-term lease agreement, is used only for the sport or pleasure of the lessee, and the immediate friends or family of the lessee, if an individual, or the employees or officers and their immediate friends and family, if a corporate lessee.

   Such lease agreement must specify that:

   i. the vessel may only be used for private purposes and must not be used for commercial purposes;
   ii. the vessel must not be sub-leased or chartered; and
   iii. no other payments are made by, on behalf of, or for the benefit of users of the vessel, other than by the lessee; or

e. is wholly owned by or on behalf of a members' club formed for the purpose of sport or pleasure, and at the time it is being used, is used only for the sport or pleasure of members of that club or their immediate family, and any charges levied in respect of that use are paid into club funds and applied for the general use of the club, and no other payments are made by, on behalf of, or for the benefit of users of the vessel, other than by the club.

Definition of 'seafarer'

A seafarer means any person, including the master, who is employed or engaged or works in any capacity onboard a ship to which the Merchant Shipping (Maritime Labour Convention) Regulations 2013 apply.

A further interpretation of this definition is as follows:

a. Seafarers are persons who regularly spend more than short periods onboard.
b. Seafarers are not persons whose work is not part of the routine business of the ship and whose principal place of work is ashore, for example: marine professionals such as harbour pilots, inspectors, superintendents, scientists, researchers, divers and specialist offshore technicians. Those persons working on a yacht on an occasional and short-term basis for example, fitters, repair technicians, surveyors, port workers or day workers who do not stay onboard the vessel overnight are also not considered to be seafarers.

Using this interpretation the Isle of Man has determined that occasional workers such as bodyguards, nannies and other persons who are employed by a charter party and work on the yacht only for short periods of time are not considered to be seafarers. This is because their normal place of work is onshore; they are onboard for only short periods of time (for example for a two or three week charter) and have no emergency duties.

Further guidance on 'Occasional Workers' is stated in REGYC Common Annex E2

Alternative standards for yachts operating under World Sailing (previously ISAF) or Union Internationale Motonautiques (UIM) racing rules

LY3 Chapter 3.1.2	**REGYC Part A Chapter 1.2(5)**

A yacht wishing to take advantage of the equivalent standards stated below must request permission from the IoM Ship Registry.

A coded yacht need not comply with the provisions of the Large Commercial Yacht Code while racing or while in passage directly to or from a race provided the following is satisfied:

- the yacht must comply with the race rule provisions of either World Sailing or the UIM;
- the yacht must comply with the race rule provisions of the affiliated 'Member National Authority' (MNA) of either ISAF or UIM in the country in which the race takes place.
- the yacht must comply with the safety rule provisions of the race's organising authority affiliated to the MNA and thereby recognised by World Sailing to organise races in the country in which the race takes place.
- when engaged in a race which takes place offshore, the yacht must comply with the appropriate sections of the World Sailing Offshore Special Regulations or with the appropriate requirements of the affiliated race organising authority.

- when on passage to and from the race, relevant race rules, or an equivalent level of safety, must be in force at any time when the yacht is not in compliance with the Large Commercial Yacht Code.

Notes:

1. Only clubs recognised by World Sailing may use the World Sailing Racing Rules of Sailing. In the UK, such clubs shall be affiliated with the Royal Yachting Association (RYA). This definition does not include RYA-recognised teaching establishments.
2. UIM race rules require masters of yachts engaging in races to be licensed by a UIM MNA. In the UK, such licences are issued by the RYA which requires the completion of medical examinations and a minimum level of previous experience.

All legitimate races are required by ISAF or UIM rules to have been pre-advertised by means of a Notice of Race and to be controlled by sailing or race instructions. The minimum provisions for these are dictated by ISAF and UIM in race rules.

Classification societies

LY3 Chapter 3.1.2	**REGYC Part A Chapter 1.2(5)**
The organisations which are currently authorised to act as "recognised organisations" or "organisations acceptable to the Department" are listed in MSN 020.	

Long Range Identification and Tracking of ships (LRIT)

LY3 Chapter 18.1.8	**REGYC Chapter 18.3**
The current list of Recognised Application Service Providers and Authorised Testing Application Service Providers is provided in MSN 032.	

Over-side working systems

LY3 Chapter 22.3.2	**REGYC Common Annexes B**
Refer to the requirements stated in REG YC Common Annexes, Annex B Over-side working systems.	

REGYC Common Annex K2.1

Pilot boarding arrangements – applicable to yachts constructed prior to the publication date of Corrigenda No 1 to the 2024 REG Yacht Code.

Where the prescriptive requirements of Annex K2.1 and IMO Resolution A.1045(27) cannot be met due to the vessel's design and construction, the Isle of Man Ship Registry may consider acceptance of an equivalent pilot boarding arrangement. An equivalent arrangement may only be accepted where:

- full compliance is not technically feasible;
- the arrangement meets the safety intent of A.1045(27) as far as practicable;
- a suitable risk assessment has been completed; and
- the arrangement does not introduce unacceptable hazards.

Applications shall be submitted through the Recognised Organisation and must include drawings, a compliance statement, a risk assessment, and proposed operational procedures. Where an equivalent arrangement is approved, the vessel's Safety Management System shall contain procedures for safe use of the arrangement, including the requirement for the Master to notify the port or pilot station in advance that a non-standard arrangement is provided. Any conditions of approval will be recorded by the Ship Registry.

Noise	
LY3 Chapter 22.5.5	**REGYC Chapter 21A.1**
Requirements for noise levels onboard ships are detailed in MLN 4.3(C) Health and Safety (Noise).	
Medical stores	
LY3 Chapter 23	**REGYC Chapter 27.1**
Requirements for medical stores are detailed in MLN 4.1 Medical care onboard ship and ashore.	
Submersible craft	
LY3 Chapter 24.5	**REGYC Common Annexes K4**
Submersible craft carried on commercial yachts must comply with the guidelines for the design, construction and operation of passenger submersible craft as stated in IMO MSC/Circ.981. • Registration, construction and operation of submersible craft are regulated by the following United Kingdom Statutory Instruments which are applied to the Isle of Man by the Merchant Shipping (Safety Provisions)(Application) Order 1992; • Merchant Shipping (Registration of Submersible Craft) Regulations 1976; • Merchant Shipping (Submersible Craft Construction & Survey) Regulations 1981; and • Merchant Shipping (Submersible Craft Operations) Regulations 1987.	
Prevention of Pollution (MARPOL)	
LY3 Chapter 25.1	**REGYC Common Annexes L3**
The following IoM Regulations apply to commercial yachts: • Merchant Shipping (MARPOL Annex I Prevention of Pollution by Oil) Regulations 2006; • Merchant Shipping (MARPOL Annex IV Prevention of Pollution by Sewage) Order 2014; • Merchant Shipping (MARPOL Annex V Prevention of Pollution by Garbage) Order 2014; and • Merchant Shipping (MARPOL Annex VI Prevention of Air Pollution) Order 2014.	
Clean seas – International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention)	
LY3 Chapter 25.4	**REGYC Common Annexes L4**
Commercial yachts must comply with the AFS Convention in accordance with the Merchant Shipping (Control of Harmful Anti-fouling Systems) Order 2014.	
Safe manning	
LY3 Chapter 26.2	**REGYC Common Annexes G**
Required manning levels and relevant seafarers' qualifications are stated in Schedule 3.	
Survey & certification	

LY3 Chapter 28.1.2	REGYC Common Annexes N
Schedule 2 explains the extent to which a yacht's statutory surveys and certification are apportioned between the IoM and Class.	
Accident investigations	
LY3 Chapter 28.7	**REGYC Common Annexes N**
The requirements for accident investigation are specified in Merchant Shipping (Accident Reporting and Investigation) Regulations, 2001 and MSN 003.	
Crew agreements	
LY3 Chapter 29	**N/A**
With the introduction of the Maritime Labour Convention, crew agreements are no longer required for Isle of Man registered commercial yachts.	

SCHEDULE 2
Surveys and Certification

The table below stipulates:

- which certificates and documents are issued by the Ship Registry and which are issued by the yacht's classification society; and
- which surveys must be carried out by the Ship Registry and which have been delegated to the yacht's classification society.

Certificate/Document	Required for which yachts	Certificate issued by:	Initial/Renewal survey conducted by:	Annual intermediate survey conducted by:
Registry	All	IoM	-	-
Minimum safe manning	All	IoM	-	-
Large Commercial Yacht Code Compliance Cert/SoC/YET COC	All	IoM	IoM	Class/IoM
Classification	All	Class	Class	Class
Safety Construction	≥500GT	Class	Class	Class
Load Lines	All	Class	Class	Class
Tonnage	All	Class	-	-
MARPOL I (IOPP)	≥400GT	Class	Class	Class
MARPOL IV (ISPP)	>15persons or ≥400GT	Class	Class	-
MARPOL VI (IAPP + Nox Code)	≥400GT	Class	Class	Class
Anti-Fouling	≥400GT	Class	-	-
Declaration of Anti-fouling	≥24m & up to 400GT	Owner/Manager	-	-
Ballast Water Management Statement of Compliance	≥400GT	Class	Class	Class
Safety Equipment	≥500GT	Class	Class	Class
Safety Radio*	≥300GT	Class	Class	Yes
ISM SMC	≥500GT	IoM	IoM	IoM
ISPS	≥500GT	IoM	IoM	IoM
MLC 2006	≥500GT	IoM	IoM	IoM
DMLC Part I & II	All	IoM	IoM	IoM
LRIT Conformance test report	≥300GT	Application Service Provider	-	-
Polar Code - SOLAS XIV	≥500GT	Class	Class	Class

* Radio: while yachts of <300GT do not require certification, surveys of GMDSS radio installations on such yachts must be completed annually by a Class-approved radio surveyor. The relevant report should be retained on board as evidence that the survey has been completed.

SCHEDULE 3

Manning and seafarers' certification

Tables 1 & 2 detail the Isle of Man requirements and Table 3 clarifies the equivalent engineers' certification for each position.

Manning requirements for large commercial yachts of 3000GT and over will be considered on a case-by-case basis.

Table 1 - COMMERCIAL YACHTS <500GT and <3000kW

Miles from a safe haven	<200GT	200 - 499GT
Up to 60	YM Offshore	Master (Y)
		Coastal Skipper
	Engineer (AEC)	Chief Engineer (Y4)
		Engineer (AEC)
	One Yacht Rating	Two Yacht Ratings

Miles from a safe haven	<200GT	200 - 499GT
Up to 150	YM Offshore	Master (Y)
	Coastal Skipper	YM Offshore
	Engineer (MEOL (Y))	Chief Engineer (Y3)
		Engineer (MEOL (Y))
	One Yacht Rating	Two Yacht Ratings

Miles from a safe haven	<200GT	200 - 499GT
Over 150	YM Ocean	Master (Y)
	YM Offshore	OOW (Y)
	Chief Engineer (Y4)	YM Offshore
	Engineer (MEOL (Y))	Chief Engineer (Y3)
		Chief Engineer (Y4)
	Two Yacht Rating	Two Yacht Ratings

NOTE - see engineers' qualifications as detailed in **Table 3** for specific details of **additional requirements and agreed equivalents.**

Abbreviations

Master (Y)	-	Master (Yacht)
YM Ocean	-	RYA/DTp Yachtmaster ocean with commercial endorsement
YM Offshore	-	RYA/DTp Yachtmaster offshore with commercial endorsement
OOW(Y)	-	Officer of the Watch (Yacht)
MEOL(Y)	-	Marine Engine Operator License (Yacht)
AEC	-	Approved Engine Course Certificate

Table 2 - COMMERCIAL YACHTS 500GT - 3000GT

Miles from a safe haven	500 - 3000GT <3000kW	500 - 3000GT 3000kW to <6000kW	500 - 3000GT 6000kW to <9000kW
Up to 60	Master (Y)	Master (Y)	Master (Y)
	OOW (Y)	OOW (Y)	OOW (Y)
	Chief Engineer (Y3)	Chief Engineer (Y2)	Chief Engineer (Y1)
	MEOL (Y)	MEOL (Y)	MEOL (Y)
	Two yacht ratings	Two yacht ratings	Two yacht ratings

Miles from a safe haven	500-3000GT <3000kW	500-3000GT 3000kW to <6000kW	500-3000GT 6000kW to <9000kW
Up to 150	Master (Y)	Master (Y)	Master (Y)
	Chief Mate (Y)	Chief Mate (Y)	Chief Mate (Y)
	Chief Engineer (Y2)	Chief Engineer (Y2)	Chief Engineer (Y1)
	Chief Engineer (Y3)	Chief Engineer (Y3)	Chief Engineer (Y2)
	Two yacht ratings	Two yacht ratings	Two yacht ratings

Miles from a safe haven	500-3000GT <3000kW	500-3000GT 3000kW to <6000kW	500-3000GT 6000kW to <9000kW
Over 150	Master (Y)	Master (Y)	Master (Y)
	Chief Mate (Y)	Chief Mate (Y)	Chief Mate (Y)
	OOW (Y)	OOW (Y)	OOW (Y)
	Chief Engineer (Y2)	Chief Engineer (Y1)	Chief Engineer (Y1)
	Chief Engineer (Y3)	Chief Engineer (Y3)	Chief Engineer (Y1)
	Two yacht ratings	Two yacht ratings	Two yacht ratings

NOTE - see engineers' qualifications as detailed in **Table 3** for specific details of **additional requirements and agreed equivalents.**

Abbreviations

Master (Y)	-	Master (Yacht)
YM Ocean	-	RYA/DTp Yachtmaster Ocean with commercial endorsement
YM Offshore	-	RYA/DTp Yachtmaster Offshore with commercial endorsement
OOW(Y)	-	Officer of the Watch (Yacht)
MEOL(Y)	-	Marine Engine Operator License (Yacht)
AEC	-	Approved Engine Course Certificate

Table 3

ENGINEER'S REQUIRED MINIMUM CERTIFICATION FOR COMMERCIAL MOTOR AND SAILING YACHTS

		<200GT	<200GT	200-499GT	200-499GT	500-2999GT		
		<1500kW	<3000kW	< 3000kW	> 3000kW	<3000kW	<6000kW	<9000kW
Area – miles from a safe haven	POSITION							
≤60	Chief engineer	AEC a	AEC a,b MEOL a	Y3 / Y4 b MN III/1 MN 2/E III/3	Y1 / Y2 b / Y3 b MN III/1 MN 2/E III/3	Y3 MN C/E III/3	Y2b MN C/E III/3 MN 2/E III/2	Y1 MN C/E III/2 MN 2/E III/2
	Second/assistant engineer	N/A	N/A	AEC a	AEC a	MEOL a MN III/1	MEOL a MN III/1	MEOL a MN III/1
≤150	Chief engineer	MEOL a,b Y4 a	Y3 a / Y4 a b	Y3 MN 2/E III/3	Y1 / Y2 b / Y3 b MN 2/E III/3	Y2 MN C/E III/3 MN 2/E III/2	Y2b MN C/E III/3 MN 2/E III/2	Y1 MN C/E III/2 MN 2/E III/2
	Second/assistant engineer	N/A	AEC a	MEOL a	MEOL a	Y3 MN III/1 MN 2/E III/3	Y3 b MN III/1 MN 2/E III/3	Y2 b MN 2/E III/2
>150	Chief engineer	Y4 MN 2/E III/3	Y4 b Y3 MN 2/E III/3	Y3 MN C/E III/3	Y1 / Y2 b / Y3 b MN C/E III/3	Y2 MN C/E III/3 MN 2/E III/2	Y1 MN C/E III/2 MN 2/E III/2	Y1 MN C/E III/2 MN 2/E III/2
	Second/assistant engineer	MEOL a	MEOL a	Y4 a MN III/1 MN 2/E III/3	Y3 a / Y4 a,b MN III/1 MN 2/E III/3	Y3 MN III/1 MN 2/E III/3	Y3 b MN 2/E III/3 b	Y2 b MN 2/E III/2

Notes

a) Can be dual purpose (deck/engine) other than the master if the yacht has been assigned UMS notation **or** fulfils the following criteria:
- the yacht has full bridge control of main engine manoeuvring;
- the yacht is fitted with high level bilge alarms in machinery space; and
- the engine room alarm system, including the fire alarm if fitted, is relayed to the accommodation and/or the bridge.

b) Certificate holder is required to have an approved engine manufacturer's course appropriate to the engines' type and power range.

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1. Engineers

i. Yachts fitted with two or more engines:

a. Yachts <500GT: on request, the Ship Registry may consider accepting chief or second/additional engineers, basing their Certificate of Competency ('CoC') on the output power of a single engine, provided that:

- there is a simple engine room layout; and
- the output power of a single engine does not exceed the maximum propulsion power as stated on the engineer's CoC.

If this is accepted the Ship Registry will issue a 'letter of comfort'.

b. Yachts ≥500GT: total (combined) propulsion power is the deciding factor for the engineer's CoC.

ii. Definition of Y1 – Y4: the limitations relevant to chief engineers on large yachts are stated on Certificates of Competency issued by the UK MCA and in MSN 1869 (M+F).

iii. A deck officer with an engineers' qualification as indicated in Note a) of the above Table 3 will be accepted for an engineering post requiring that qualification (dual role) provided he or she is not the master. On a case-by-case basis for yachts operating up to 60Nm the manning may be reduced to 5 when operating with a dual role officer as above as long as the competency levels stipulated in Tables 1 or 2 are maintained. When operating above 60Nm the minimum of an additional yacht rating will be required to be carried in order to maintain the minimum manning numbers.

2. Sailing yachts

In addition to the requirements stipulated in Tables 1–3, manning requirements for sailing yachts are as follows:

i. yachts of <200GT require, as a minimum, an additional navigational watchkeeping officer issued with an RYA Coastal Skipper certificate of competency;

ii. an additional yacht rating shall be carried so that on yachts:

- <500GT, a minimum of two yacht ratings is provided; and
- ≥500GT, a minimum of three yacht ratings is provided;

iii. on yachts equipped with a system permitting simple centralised sail operation, consideration will be given to reducing the number of yacht ratings stated in (ii) above;

iv. on application, consideration will be given on a case-by-case basis to accepting engineers with lesser qualifications than those specified for motor yachts.

3. All seafarers

i. <u>Original certification</u>

All STCW certification or equivalent certification must be kept available in its original form onboard the yacht.

ii. <u>Safety familiarisation training</u>

All seafarers employed on the yacht must receive approved safety familiarisation training in personal survival techniques before being assigned any shipboard duties. This training applies to all seafarers including contractors but does not apply to passengers. This training will normally be conducted by the ship's safety officer

although it will be for each operator to determine the system to be used on each yacht. The extent of familiarisation training must ensure that each person is able to -

a. communicate with other persons on board on elementary safety matters and understand safety information symbols, signs and alarm signals;
b. know what to do if -
    - a person falls overboard;
    - fire or smoke is detected; and
    - the fire or abandon ship alarm is sounded;
c. identify muster and embarkation stations and emergency escape routes;
d. locate and don lifejackets;
e. raise the alarm and have basic knowledge of the use of portable fire extinguishers;
f. take immediate action upon encountering an accident or other medical emergency before seeking further medical assistance on board; and
g. close and open the fire, weather-tight and watertight doors fitted in the particular ship other than those for hull openings.

iii. Minimum training

All seafarers employed on a yacht must have completed the four basic STCW courses, namely:

- personal survival techniques (STCW A-VI/1.2.1.1);
- fire prevention and firefighting (STCW A-VI/1.2.1.2);
- elementary first aid (STCW A-VI/1.2.1.3); and
- personal safety and social responsibilities (STCW A-VI/1.2.1.4).

The above also outlines what is required to fulfil the role of a yacht rating on an IoM-registered yacht. Yacht ratings are also required to hold a valid medical certificate and the master must be satisfied that the person can fulfil their required roles onboard.

iv. Refresher training

The STCW Manila Amendments require that all seafarers must have evidence of maintaining the required standard of competence for the training listed below every 5 years. The Ship Registry considers this to mean that on or after 1 January 2017 either the full course must have been completed within the previous 5 years or, if the course was completed more than 5 years ago, the relevant refresher training must have been completed within the previous 5 years. The refresher training must be carried out to the satisfaction of an organisation authorised to issue STCW certificates of proficiency and may include additional shoreside training or evidence of relevant sea service.

This requirement for refresher training applies to the following STCW courses:

- personal survival techniques;
- fire prevention & firefighting;
- survival craft and rescue boats other than fast rescue boats;
- fast rescue boats;
- advanced firefighting.

v. Medical care onboard yachts

The Merchant Shipping (Maritime Labour Convention) Regulations 2013 state the requirements for the carriage of a qualified medical doctor or medically trained personnel onboard ships, including commercial yachts.

Further information is provided in MLN 4.1.

vi. Ship Security Officer certificate of proficiency (STCW Reg. VI/5)

All yachts of 500GT and over must designate a crew member as the ship security officer (SSO) in accordance with the ISPS Code. The SSO must be issued with a certificate of proficiency in accordance with STCW Reg. VI/5 and section A-VI/5 of the STCW Code.

vii. Security-related training and instruction for all seafarers (STCW Reg. VI/6)

Security training is required for seafarers serving on yachts required to comply with the provisions of the ISPS Code (all commercially operated yachts of 500GT and over).

Further information is provided in MSN 046.

viii. IoM requirements

The Ship Registry does not issue its own Certificates of Competency but is required by regulation I/10 of the STCW Convention to issue an endorsement recognising a seafarer's national CoC. Endorsements are required for all officers sailing on IoM-registered yachts unless they hold a UK STCW, UK RYA Yacht or IYT Yacht CoC.

Officers serving on IoM-registered yachts may be of any nationality and any residency provided they are holders of a CoC issued by one of the STCW 'White List' countries recognised by the Isle of Man. This list is stated in MSN 051 and all officers with a CoC issued by one of these countries must apply for an Isle of Man endorsement. If a seafarer holds a UK issued Certificate of Equivalent Competency they must still apply for an Isle of Man endorsement.

Further information on the endorsement application process is available on the Ship Registry's website.

ix. Safe manning document

The IoM requires all commercial yachts to be issued with a minimum safe manning document.

This document stipulates the minimum crew provision for a given area of operation appropriate to the size and power of the yacht (refer to Tables 1 & 2). If the yacht's operator would like to apply for an alternative manning proposal, they should contact the Ship Registry with the proposal. If approval is given, the appropriate minimum safe manning document will be issued.

x. Dispensations

The Ship Registry may issue a dispensation permitting a specified seafarer to serve on a yacht for a specified period generally not exceeding 6 months. This will only be issued under the circumstances stated in Article VIII of the STCW Convention. Requests for the issue of dispensations must be made to marine.survey@gov.im

SCHEDULE 4

Additional Voluntary Flag Notations

- **Fire Safety+** This will be assigned to a yacht <500GT* provided with a sprinkler system protecting the accommodation and service spaces. Currently such spaces in this vessel category are only provided with a fixed fire detection system (i.e. heat and smoke detectors) and portable fire extinguishers.

- **Passive Fire Protection**+ This will be assigned to a short-range yacht (SRY) <500GT** that complies with the structural fire protection requirements for unrestricted service yachts (i.e. 60 minutes fire containment in the engine room and petrol storage/petrol vehicle spaces instead of the usual 30 minutes for SRYs, and 30 minutes fire containment in the galley as opposed to no minimum requirement for SRYs).

- **Survivability+** This will be assigned to a short-range yacht (SRY) <500GT whose stability booklet includes compliance with damage stability criteria. Currently this vessel category is not required to remain afloat in the event of damage or flooding.

- **Seaworthiness+** This will be assigned to a yacht whose stability booklet includes compliance with severe weather criteria.

- **Weight Growth+** This will be assigned to a yacht whose stability booklet has a future weight growth margin exceeding 5% of the yacht's lightweight (i.e. the empty weight; no tank liquids, stores, toys or persons).

*This notation will not be assigned to a short-range yacht in the 300-499GT size bracket that has been fitted with a sprinkler to comply with the mandatory requirements of Part A, Table 14A.1.

**Short range yachts are vessels restricted to operating within 60 nautical miles of a safe haven.