



Department of Economic Development

Isle of Man Ship Registry

Consultation:

Proposed Isle of Man Regulations implementing LY3

The Isle of Man (IOM) Government intends to implement new Regulations in order to give effect to the 3rd Edition of the Large Commercial Yacht Code (LY3). LY3 applies to all commercial yachts of 24 metres in load line length or over, constructed on or after 20 August 2013 which are permitted to carry a maximum of 12 passengers. There are also additional requirements stated in LY3 which existing commercial yachts must comply with, although these vessels may continue to be surveyed in accordance with the code they were constructed under (LY1 or 2).

Provision is made within LY3 to add specific national requirements within a National Annex and the IOM has produced its own National Annex which is set out in this Consultation paper.

If you have any comments on this Consultation paper, in particular regarding Schedule 1 Manning and Seafarers' Certification please send them (preferably by email) to:

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This consultation will close at 5.00pm on Monday 29th September 2014

The IOM Large Commercial Yacht Code National Annex

The National Annex contains specific requirements for IOM registered commercial yachts which are under survey to LY1, LY2 and LY3 standards.

Please note the section numbers in the left hand column reference the same section numbers as they appear in the main LY3 text.

2 Definitions

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 will be 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, no person may employ or engage a person under the age of 16 to work in any capacity onboard a 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.
- 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, scientist, 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.

3.1.2 Application

Alternative standards of yachts operating under International Sailing Federation (ISAF) or Union Internationale Motonautiques (UIM) racing rules

In accordance with LY3 Section 3.1.2 a vessel wishing to take advantage of the equivalent standards stated below must request permission from the Ship Registry.

A coded yacht chartered or operated commercially, 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 the ISAF 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 the ISAF or UIM 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 ISAF Offshore Racing Committee's 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.

The relief from compliance with the provisions of the Large Commercial Yacht Code which is permitted by Section 3.1.1.1 does not apply to a yacht taking part in an event created and organised with the intent to avoid the provisions of the Code.

Notes:

1. Only clubs recognised by an ISAF MNA may use the ISAF Race Rules. In the UK, such clubs shall be affiliated with the 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.
3. 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.

4.3.1 Classification societies

The organisations which are currently authorised to act as "recognised organisations" or "organisations acceptable to the Department" are listed in MSN 020.

18.1.8 Long Range Identification and Tracking of Ships (LRIT)

The current list of Recognised Application Service Providers and Authorised Testing Application Service Providers is stated in MSN 028

22 Protection of Personnel

22.3.2 Safe work aloft, overside, and on the bowsprit of sailing vessels

The Isle of Man along with other Red Ensign Yacht Group members continues to apply MGN 422 with the supplemental page of the survey guidance provided by the MCA dated October 2010. We are however, preparing our own MSN to offer specific guidance on how these systems should be type approved for installation to non-standard substrates, i.e. wood, glass & carbon composites and aluminium. For these, the method of attachment needs to be separately type approved by the installer, unless there is evidence that this has been previously independently approved.

22.5.5 Health and safety (noise)

Requirements for noise levels onboard ships are detailed in MLN 4.3 (C) Health and Safety (Noise).

23 Medical stores

Requirements for medical stores are detailed in MSN 006 Merchant Shipping Medical Stores Requirements.

24.5 Submersible craft

Submersible craft carried on 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 in the Isle of Man by the Merchant Shipping (Safety Provisions)(Application) Order 1992 (GC361/92):

- SI 1976 No.940 The Merchant Shipping (Registration of Submersible Craft) Regulations 1976, as amended;
- SI 1981 No.1098 The Merchant Shipping (Submersible Craft Construction & Survey) Regulations 1981;
- SI 1987 No.311 The Merchant Shipping (Submersible Craft Operations) Regulations 1987.

25.1 Clean Seas – MARPOL

The following IOM Regulations apply to commercial yachts:

- Merchant Shipping (MARPOL Annex I – Prevention of Pollution by Oil) Regulations 2006 (SD No. 818/06);
- Merchant Shipping (MARPOL Annex IV – Prevention of Pollution by Sewage) Order 2014 (SD 2014/0063);
- Merchant Shipping (MARPOL Annex V – Prevention of Pollution by Garbage) Order 2014 (SD 2014/0065);
- Merchant Shipping (MARPOL Annex VI – Prevention of Air Pollution) Order 2014 (SD 2014/0223).

25.4 Clean Seas – International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention)

Commercial yachts must comply with the AFS Convention in accordance with the Merchant Shipping (Control of Harmful Anti-fouling Systems) Order 2014 (SD 2014/0062).

26.2 Safe Manning

26.2.7 Required manning levels and relevant seafarers' qualifications are stated in Schedule 1.

28.1.2 Survey, Certification, Inspection and Maintenance

Schedule 2 explains the extent to which a yacht's statutory surveys and certification are delegated between the IOM and Class.

28.7 Accident investigations

The requirements for accident investigation are specified in Merchant Shipping (Accident Reporting and Investigation) Regulations, 2001 and MSN 003 - Accident reporting.

29 Crew agreements

With the introduction of the Maritime Labour Convention, crew agreements are no longer required to be issued onboard Isle of Man-registered commercial yachts.

Schedule 1

Manning and Seafarers' Certification LY3 26.2.7

Tables 1 & 2 detail existing Isle of Man requirements and Table 3 clarifies the equivalent engineers' certification for each position. For ease of reference, all the proposed increases over previous requirements have been highlighted in red. The changes include, in some cases, a requirement for engineers to attend an approved engine manufacturer's course appropriate to a yacht's engine type and power range. There are also changes which augment engineers' required certification depending on their position onboard the yacht. Once the Isle of Man's LY3 regulations have come into effect, the Ship Registry will allow up to 18 months for engineers to update their qualifications.

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

Table 1

COMMERCIAL YACHTS UNDER 500 GT and <3000kW

Miles from a Safe Haven	< 200GT	200 – 500GT
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 – 500GT
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 – 500GT
Over 150	YM Ocean	Master (Y)
	YM Offshore	OOW (Y)
	Chief Engineer (Y4)	YM Offshore
	AEC-Engineer (MEOL (Y))	Chief Engineer (Y3)
	Two Yacht Ratings	Chief Engineer (Y4)
		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 (not to be confused with an "approved engine manufacturer's course" appropriate to engine type and power range)

Table 2

COMMERCIAL YACHTS OVER 500 GT

Miles from a safe haven	500 – 3000 GT < 3000 kW	500 – 3000 GT 3000 kW to < 6000 kW	500 – 3000 GT 6000 kW to < 9000 kW
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) Chief Engineer (Y4)	MEOL(Y) Chief Engineer (Y3)	MEOL(Y) Chief Engineer (Y3)
	Two Yacht Ratings	Two Yacht Ratings	Two Yacht Ratings

Miles from a safe haven	500 – 3000 GT < 3000 kW	500 – 3000 GT 3000 kW to < 6000 kW	500 – 3000 GT 6000 kW to < 9000 kW
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 – 3000 GT < 3000 kW	500 – 3000 GT 3000 kW to < 6000 kW	500 – 3000 GT 6000 kW to < 9000 kW
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 (not to be confused with an "approved engine manufacturer's course" appropriate to engine type and power range)

**Table 3 COMMERCIAL YACHTS
ENGINEERS' MINIMUM CERTIFICATION REQUIREMENTS**

AREA – MILES FROM A SAFE HAVEN	POSITION	<200GT	<200GT	200-499GT	500-2999GT		
		<1500kW	<3000kW	< or > 3000kW	<3000kW	<6000kW	<9000kW
≤60	Chief Engineer	AEC	AECa)	Y4a)b) MN EOWW III/1 MN 2/E III/3	Y3 MN C/E III/3	Y2b) MN C/E III/3 MN 2/E III/2c)	Y1 MN C/E III/2 MN 2/E III/2c)
	Second/Assistant Engineer	-	-	AEC	Y4 MN EOWW III/1	Y3b) MN EOWW III/1	Y3b) MN 2/E III/3b)
≤150	Chief Engineer	MEOL (Y or MN)	MEOL (Y or MN)a)	Y3b) MN 2/E III/3	Y2 MN C/E III/3 MN 2/E III/2c)	Y2b) MN C/E III/3 MN 2/E III/2c)	Y1 MN C/E III/2 MN 2/E III/2c)
	Second/Assistant Engineer	-	-	MEOL(Y)	Y3 MN EOWW III/1 MN 2/E III/3	Y3b) MN EOWW III/1	Y2b) MN 2/E III/2
>150	Chief engineer	Y4 MN 2/E III/3	Y4a) MN 2/E III/3	Y3b) MN C/E III/3	Y2 MN C/E III/3 MN 2/E III/2c)	Y1 MN 2/E III/2c) MN C/E III/2	Y1 MN 2/E III/2c) MN C/E III/2
	Second/Assistant Engineer	MEOL (Y or MN)	MEOL (Y or MN)	Y4 MN EOWW III/1 MN 2/E III/3	Y3 MN EOWW III/1 MN 2/E III/3	Y3b) MN 2/E III/3b)	Y1 MN 2/E III/2

- a) Total propulsion power of over 1500kW but less than 3000kW: certificate holder is required to have attended an approved engine manufacturer's course appropriate to the engine type and power range.
- b) Total propulsion power of over 3000kW but less than 6000kW: certificate holder is required to have attended an approved engine manufacturer's course appropriate to the engine type and power range.
- c) In this position, holders of STCW III/2 second engineer's certificates of competency must have their certificates additionally endorsed with: Chief Engineer III/2 (Yacht 1)(<3000GT, <9000kW) and limitation 'Yacht endorsement'

Additional requirements

1. Engineers

a) Yachts fitted with two or more engines:

- i. Yachts <500GT: on application, 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, this is provided:
 - 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'.

- ii. Yachts \geq 500GT: total (combined) propulsion power is the deciding factor for the engineer's CoC.

b) Definition of Y1 – Y4: The limitations relevant to chief engineers on commercial yachts as stated on CoCs issued by the UK MCA, is stated below. For further information please refer to MGN 156 published by the MCA:

Y4: yachts <200GT and <1500kW propulsion power. The certificate of competence will not state 'Y4' but will confirm competence as '**chief engineer III/3**' with relevant limitations. Competency to fulfill the following roles is also specified:

- **Second Engineer** on commercially and privately operated yachts and sail training vessels less than 500GT and less than 3000kW propulsion power.
- **OOW Engineering** on commercially and privately operated yachts and sail training vessels.

Y3: yachts <500GT and <3000kW propulsion power. The certificate of competence will not state 'Y3' but will confirm competence as '**chief engineer III/3**' with relevant limitations. Competency to fulfill the following roles is also specified:

- **Second Engineer** on commercially and privately operated yachts and sail training vessels less than 3000GT and less than 3000kW propulsion power.
- **OOW Engineering** on commercially and privately operated yachts and sail training vessels.

Y2: yachts <3000GT and <3000kW propulsion power. The certificate of competence will not state 'Y2' but will confirm competence as '**chief engineer III/2**' with relevant limitations. Competency to fulfill the following roles is also specified:

- **Second Engineer** on commercially and privately operated yachts and sail training vessels less than 3000GT and less than 6000kW propulsion power.

- **OOW Engineering** on commercially and privately operated yachts and sail training vessels.

Y1: yachts <3000GT and <9000kW propulsion power. The certificate of competence will not state 'Y1' but will confirm competence as '**chief engineer III/2**' with relevant limitations. Competency to fulfill the following roles is also specified:

- **Second Engineer** on commercially and privately operated yachts and sail training vessels only.
- **OOW Engineering** on commercially and privately operated yachts and sail training vessels only.

- c) A deck officer with an AEC or MEOL qualification will be accepted for an engineering post requiring that qualification provided he or she is not the Master and provided the minimum safe manning numbers are maintained. For yachts designated as short range yachts using the LY3 definition, the manning numbers will be considered on a case-by-case basis to allow the reduction of one crew member as long as competency levels stated in Tables 1 or 2 are maintained.
- d) Yacht rating are required to have completed the 4 basic STCW courses, hold a valid medical certificate and the Master must be satisfied that the person can fulfil the required roles onboard.

2. Sailing yachts

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

- a) yachts of <200GT require, as a minimum, an additional navigational watchkeeping officer issued with an RYA Coastal Skipper certificate of competency;
- b) an additional yacht rating shall be carried so that on yachts:
- <500GT a minimum of two yacht ratings are provided; and
 - ≥500GT, a minimum of three yacht ratings are provided.
- c) on yachts equipped with a system permitting simple centralised sail operation, consideration will be given to reducing the number of yacht ratings stated in b);
- d) 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

1 Original certification

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

2 Medical care on board 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.

3 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 fire-fighting (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).

4 Refresher training

The STCW Manila Amendments require that on or after 01/01/2017 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 01/01/2017, 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 shore-side training or evidence of relevant sea service.

This new requirement for refresher training applies to the following:

- personal survival techniques or basic sea survival;
- fire prevention & fire-fighting;
- survival craft and rescue boats other than fast rescue boats;
- fast rescue boats;
- advanced fire-fighting.

Until 01/01/2017 the requirements for refresher training will remain at the discretion of the certificate issuing Authority.

5 Equivalent certificates of proficiency

Until 01/01/2017 the Ship Registry will accept the certificates of proficiency issued from an MCA approved training centre as an equivalent to the STCW certificates stated in Table 4.

Table 4 Equivalent Certificates of Proficiency	
STCW Certificate of proficiency	Equivalent MCA approved certificates of proficiency issued prior to 31/01/2000
Proficiency in personal survival techniques (STCW A-VI.2.1.1)	Basic sea survival
Proficiency in survival craft and rescue boats other than fast rescue boats (STCW A-VI/2.1)	Proficiency in survival craft or Lifeboatman certificate
Proficiency in Fire Prevention and Fire Fighting (STCW A-VI.2.1.2)	Merchant Navy Training Board 3 Day Fire Fighting Course
Proficiency in Advanced Fire Fighting (STCW A-VI/3)	Merchant Navy Training Board 4 Day Fire Fighting Course

6 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 A-VI/5 of the STCW Code.

7 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 available in MSN 046 - STCW Convention regulation VI-6/6, Security Training.

8 IOM endorsement requirements

The Ship Registry does not issue its own Certificates of Competency, but the Ship Registry is required by regulation I/10 of the STCW Convention to issue an endorsement recognising a 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 Isle of Man registered ships 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.

9 Safe manning document

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

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

10 Dispensations

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

Schedule 2

Surveys and Certification

The table below stipulates:

- which certificates 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 the yacht's classification society.

Table 5 Survey and certification requirements

CERTIFICATE	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	-	-
Tonnage	All	Class	-	-
Yacht Code Compliance	All	IoM	Class/IoM	Class/IoM
Classification	All	Class	Class	Class
Load Line	All	Class	Class	Class
Radio*	≥300 GT	Class	Class	Class
Oil Pollution	≥400 GT	Class	Class	Class
Air Pollution	≥400 GT	Class	Class	Class
Energy Efficiency	≥400 GT	Class	Class	Class
Sewage Pollution	>15 Persons or ≥400 GT	Class	Class	-
Safety Construction	≥500 GT	Class	Class	Class
Safety Equipment	≥500 GT	Class	Class	Class
ISPS	≥500 GT	IoM	IoM	IoM
ISM	≥500 GT	IoM	IoM	IoM
MLC	≥500 GT	IoM	IoM	IoM
DMLC Part I and II	All	IoM	IoM	IoM
LRIT Conformance Test Report	≥300 GT	Class	-	-
Anti-fouling Certificate (statement of compliance is permitted until 21/11/2014)	≥400 GT	Class	-	-
Declaration of Anti-fouling	≥24m & up to 400 GT	Owner/ Manager	-	-

* Radio: while yachts of <300GT do not require certification, surveys of GMDSS radio installations on such yachts are still required to 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.