SHIPPING NOTICE
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SHIPPING NOTICE 04/2021 (Rev 2)

STRENGTH AND LOAD TESTING OF MAN RIDING TENDER LIFTING POINTS

To: OWNERS, MANAGERS, MASTERS, RECOGNIZED ORGANISATIONS, CERTIFYING AUTHORITIES and BUILDERS OF MAN RIDING TENDERS

1. BACKGROUND & IMPLEMENTATION

1.1 This Shipping Notice has been published to provide those individuals involved in the Design, Construction, Survey, Certification and Operation of tenders carried onboard yachts registered in the Cayman Islands and certificated in accordance with the Red Ensign Group (REG) Yacht Code with clarification regarding the strength requirements for lifting points and their supporting structure.

1.2 This Shipping Notice is published on the basis that whilst regulatory requirements for tenders are included in Common Annex K, Section K1 and survey and certification requirements for Man Riding Cranes are included in Common Annex O, Section O4 of the REG Yacht Code, it has been noted that no prescriptive requirements concerning the strength of tender lifting points have previously been published.

1.3 This Shipping Notice applies to tenders, the contract for the construction of which was signed on or after 01 January 2022, however earlier compliance on a voluntary basis is strongly encouraged.

2. MINIMUM REQUIREMENTS FOR THE BUILDERS OF MAN RIDING TENDERS

2.1 The requirements of the Cayman Islands Shipping Registry are based on existing Statutory Regulations for Survival Craft and Rescue Boats as referenced in the IMOs Life Saving Appliances (LSA) Code and are as follows:

(a) Structural members, pad eyes, links, fastenings and all other fittings used in connection with tender lifting shall be designed with a Factor of Safety (FOS) on the basis of the maximum working load assigned and the ultimate strength of the materials used in the construction. A minimum FOS of 4.5 shall be applied to all structural members. A minimum FOS of 6 shall be applied to any lifting points (including their fastenings), strops and / or similar components. Any lifting components made from synthetic fibre rope (i.e. strops) shall have a minimum FOS of 7.5.

(b) The builders of man riding tenders are required to ensure that any lifting points and their supporting structure are designed and constructed in accordance with the above. Compliance shall be demonstrated by producing a set of calculations for the lifting structure, a copy of which shall be appended to the Builders Certificate. The provision and accuracy of such calculations remain the responsibility of the builder and do not need to be approved by either the Cayman Islands Shipping Registry, Recognised Organisation or MCA Certifying Authority.

(c) Static load testing of every man riding tender shall be conducted by the builder in the presence of a Surveyor to a Recognized Organisation*(RO) or a Certifying Authority (CA) authorised by the Cayman Islands Shipping Registry (CISR)** as follows:

The tender should be loaded with a properly distributed load of four times the weight of the full complement of persons for which man riding is to be approved and suspended for five minutes from its strops or hooks. The weight should be distributed in proportion to the loading of the tender in its launch and recovery condition, but the weights used to represent the persons need not be placed more than 300 mm above the seat pan. The tender and its lifting arrangements should be thoroughly examined by both the manufacturer and the attending Surveyor after the test has been conducted and should not show any signs of damage. Testing by filling the tender with water should not be accepted on the basis that this method of loading does not give the proper distribution of weight.

(d) Furthermore, the manufacturer shall provide a planned maintenance and inspection routine, and guidance on how to identify any defects in the lifting points and supporting structure that may not be immediately visible.

3. INFORMATION TO BE INCLUDED IN THE BUILDER'S CERTIFICATE

3.1 The Builder's Certificate shall clearly state the following:

(a) Name and address of Builder.

(b) Make, Model and Hull Identification / Serial No.

(c) The as-built weight of the tender including all loose equipment with any tanks assumed to be full but excluding any persons.

(d) The maximum lift weight for launch and recovery operations (to include the minimum number of persons considered necessary to ensure the safety of launch and recovery operations but in no case less than two).

(e) The maximum number of persons permitted to be onboard during launch and recovery operations.

(f) A Table for recording the dynamic load testing requirements of Section 4 of this Shipping Notice whose form and content is as follows:

Record of Five Yearly Dynamic Load Testing*			
Date	**Test Result****	**Test Conducted By (Signature and Position)**	**Test Witnessed By (Signature and RO / CA / CI Stamp)**
Date of Initial Test:			
Date of 1st Five Yearly:			
Date of 2nd Five Yearly:			
Date of 3rd Five Yearly:			
Date of 4th Five Yearly:			
*A dynamic Load Test (using a proof load of 1.1 times the maximum Launch and Recovery weight) on board the yacht using its own cranes is to be carried out when the tender is initially placed onboard followed by intervals of not more than 5 years. The test shall be witnessed by a Surveyor to a Classification Society, the CISR or an MCA Certifying Authority recognised by the CISR. This test record is to be reviewed and endorsed by the attending Surveyor upon satisfactory completion.			
** Test Result may be recorded as 'Satisfactory' unless any evidence of damage is identified. In such cases, Lifting Operations are to be suspended immediately and the details of any damage found is to be recorded in a separate report.			

(g) A Table for recording any modifications to the tender whose form and content is as follows:

Record of Modifications Effecting Weight	
Date	**Details of changes made including weight(s) added or removed**

3.2 Furthermore, the Certificate shall include the following Statement:

"*The Builder hereby confirms that the tender has been designed and constructed for man-riding operations and that the lifting points and their supporting structure have been designed, constructed and load tested in accordance with the requirements of Section 2.1 (c) of the Cayman Islands Shipping Notice 04/2021. A copy of the corresponding strength calculations is appended to this Certificate. Our Document No xx dated xx refers.*"

The Certificate shall then be reviewed and endorsed by a Surveyor to an RO or CA once they are satisfied that the details are correct and no evidence of damage was identified following the load testing referred to in paragraph 2.1 (c) of this Shipping Notice.

4. ONBOARD LOAD TESTING

4.1 A dynamic load test (using a proof load of not less than 1.1 times the maximum launch and recovery weight) on board the yacht using its own cranes is to be witnessed by a Surveyor to an RO, a CA or the Cayman Islands Shipping Registry. The test should be performed by lowering the boat until it has reached its maximum lowering speed then stopping it abruptly before it enters that water. Upon completion of the test, all stressed structural parts should be re-inspected. The test record included in the Builder's Certificate as described in Section 3.1 (d) of this Shipping Notice is to be reviewed and endorsed by the attending Surveyor upon satisfactory completion.

4.2 The test referred to in paragraph 4.1 above shall then be repeated at intervals not exceeding five years.

5. GENERAL NOTES

5.1 In cases where an RO is responsible for witnessing the load testing of the tender lifting points, this need not necessarily be the RO with whom the yacht is Classed.

5.2 The maximum launch and recovery weight of the appliance is to be at least equal to the weight of the fully loaded tender including all its fuel and equipment and the number of persons required for launch and recovery operations. The number of persons required shall be confirmed by the Management Company / Owners Representative(s) but shall in no case be less than two. The weight of each person shall be assumed to have an average mass of at least 82.5kg in accordance with MSC.272(85).

5.3 It is strongly recommended that consideration be given to the provision of a suitable margin for growth in order to accommodate any potential modifications to the tender throughout its service life. It is to be ensured that any such changes maintain the weight of the tender within permissible lifting limits and are recorded on the Builders Certificate.

5.4 A dynamic load test at 1.1 x safe working load will be performed every time any item of loose lifting gear is replaced or repaired, and if there are any repairs to the tender's lifting points.

5.5 A thorough visual inspection of the lifting points shall be performed prior to launching following any prolonged period of not having been used and on a weekly basis during periods when the Tender is being regularly launched and recovered. Such inspections shall follow the manufacturer's instructions referred to in 2.1 (d) of

this Shipping Notice. All visual inspections shall be carried out by persons deemed competent as per the Code of Safe Working Practices for Merchant Seaman, thus someone who has sufficient training and experience or knowledge and other qualities that allow them to carry out the work in hand effectively and safely. This is expected in practice to be a Deck or Engineer Officer.

5.6 Lifting Components (including strops) manufactured from synthetic fibre rope shall be replaced at intervals not exceeding 18 months.

5.7 Operational Limitations (Beaufort Scale and Sea State) on the launching and recovery of the tender in man-riding mode should be considered by the Company and documented in the Safety Management System.

***** Recognized Organizations:
American Bureau of Shipping (ABS)
Bureau Veritas (BV)
Det Norske Veritas (DNV)
Lloyds Register (LR)
Registro Italiano Navale (RINA)

** The following MCA Certifying Authorities are authorised by the Cayman Islands Shipping Registry:
International Institute of Marine Surveying (IIMS)
Mecal Ltd
Royal Yachting Association (RYA)
Society of Consulting Marine Engineers and Ship Surveyors (SCMS)
Yacht Designers and Surveyors Association (YDSA)