

## GUIDANCE NOTE 08/2019 (Rev 1.0)

### MEASUREMENT & REGISTRATION OF PLEASURE YACHTS UNDER 24m

**To:** OWNERS, MANAGERS AND MASTERS OF ALL CAYMAN ISLANDS YACHTS

#### 1. BACKGROUND

- 1.1 In order to register a pleasure yacht of less than 24m in length<sup>1</sup> a Certificate of Measurement, comprising of the vessel's particulars and a simplified tonnage calculation<sup>2</sup> is to be submitted to the Registrar of Ships, along with the supporting proprietary registration information, i.e. Bill of Sale or Builder's Certificate. The Certificate of Measurement may be in the simplified Form as per **Annex 1** to this notice, or as per the more detailed Certificate of Survey (for Ships), or other equivalent means as agreed by the Registrar of Ships.
- 1.2 Guidance on the measurement and tonnage calculation is provided in **Annex 2** to this notice.
- 1.3 The Registrar of Ships will issue a Certificate of British Registry on receipt of a completed and accepted Certificate of Measurement.

#### 2. PREPARATION OF CERTIFICATE OF MEASUREMENT

- 2.1 The Certificate of Measurement for pleasure yachts less than 24m in length shall be prepared by either of the following persons:
  - a) An *authorized measurer of Tonnage*<sup>3</sup> for vessels under 24m.
  - b) A legal representative of the Owner (i.e. Attorney, Captain); in such cases the Certificate of Measurement will be subject to verification by a Cayman Islands Shipping Registry (CISR) *surveyor of ships* for which a fee may be chargeable.
- 2.2 The Certificate of Measurement should include a simplified tonnage calculation.
- 2.3 In the case of 2.1 b), the Certificate of Measurement in the agreed form should be submitted with a general arrangement plan and a photograph of the subject vessel for verification purposes.

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<sup>1</sup> Length refers to load line length or Article 2(8) of the Load Line Convention

<sup>2</sup> Simplified tonnage measurement in accordance with regulation 14 of the Merchant Shipping (Tonnage) Regulations, 2002

<sup>3</sup> CISR recognized Certifying Authority, Classification Society or CISR *surveyor of ships*

- 2.4 In the case of series-built production vessels, access to the principal information in the form of a web link may be provided in lieu of the general arrangement plan or photograph.
- 2.5 Notwithstanding the above the Registrar reserves the right to have the vessel inspected by a CISR *surveyor of ships* in any case of doubt with respect to its particulars.

### **3. NATIONAL TONNAGE CERTIFICATES**

- 3.1 Upon request, a CISR *surveyor of ships* may produce a National Tonnage Certificate for vessels between 12 and less than 24m in length, for which a fee will be charged.

### **4 TENDERS TO, WAVE RUNNERS AND OTHER SMALL CRAFT**

- 4.1 Tenders to, and wave runners on a yacht may be listed on a 'Record of Lifeboats, Tenders and Other Appurtenances', provided they are stowed onboard using the yacht's own lifting appliances. There are certain circumstances, however, where it may be desirable to register these vessels separately (for example, operation in US Waters).
- 4.2 The Registrar may at their sole discretion consider individual registration of a tender to, or a wave runner, on a Cayman Islands yacht where this is necessary for operation. In such cases the registration document will clearly identify the parent vessel.
- 4.3 In the event a tender is registered independently of the mother vessel and is engaged in commercial activities it must be certified for commercial use, as it is no longer covered by the mother vessel's certification.

## Annex 1

## Certificate of Measurement



**CERTIFICATE OF MEASUREMENT  
FOR A CAYMAN ISLANDS PLEASURE YACHT OF LESS THAN 24 METRES IN  
LENGTH**

*Issued under the provisions of  
THE MERCHANT SHIPPING LAW (2016 REVISION), AS MAY BE AMENDED.*

**ALL FIELDS ARE MANDATORY.** When a field is not applicable to a particular vessel "Not Applicable" or "N/A" should be entered in the appropriate field. Incomplete certificates will be returned for completion and this may lead to delays in registering the ship. **Please refer to the notes on page 2 of this certificate.**

**SHIP PARTICULARS**

Name of ship	PORT OF REGISTRY <sup>1</sup>	
Where Built <i>(including Name and Address of Builders)</i>	Official Number <sup>2</sup>	Call Sign <sup>3</sup>
	Number of hulls	Number of masts <sup>4</sup>
	Material used to construct hull	Date of construction <sup>5</sup>

**PRINCIPAL DIMENSIONS<sup>6</sup>**

Length (Overall)	metres	Maximum number of Passengers	
Length	metres		
Breadth	metres	Maximum number of Crew	
Depth (Moulded)	metres		
Draft (Moulded)	metres	Total number of Persons	

**MAIN PROPULSION PARTICULARS**

Method of Propulsion <sup>7</sup>	Number of shafts	Estimated Speed of ship in knots:

Engines used for propulsion		
Description of Engines (Maker and Model)	Power of individual Engines (kW)	When made
Number of engine sets	Total power of propulsion engines (kW)	Inboard or Outboard

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**TONNAGE PARTICULARS<sup>8</sup>**

Tonnage	Date of measurement

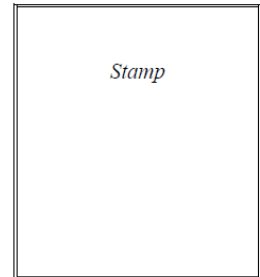
I, the undersigned, having measured the above-named ship, hereby declare that the above particulars are true.

PLACE OF ISSUE: \_\_\_\_\_

DATE OF ISSUE: \_\_\_\_\_

SIGNED: \_\_\_\_\_

NAME: \_\_\_\_\_



Notes:

<sup>1</sup> Port of Registry in the Cayman Islands or Intended Port of Registry in the Cayman Islands. If the Port of Registry in the Cayman Islands is not yet known, enter "Not Known"

<sup>2</sup> If the "Official Number" has not yet been allocated, enter "Not Known" for this field.

<sup>3</sup> If the "Call Sign" has not yet been allocated, enter "Not Known" for this field.

<sup>4</sup> To be completed for "sailing" and "motor / sailing" vessels only.

<sup>5</sup> Date on which keel was laid or the ship was at a similar stage of construction, or date on which the ship underwent alterations or modifications of a major character, as appropriate.

<sup>6</sup> Dimensions as defined in Regulation 2 of the Merchant Shipping (Tonnage) Regulations, 2002

<sup>7</sup> For example: "Sail", "Motor / Sail", "Diesel", "Diesel Electric", "Electric"

<sup>8</sup> As determined in accordance with Regulation 14(4) of the Merchant Shipping (Tonnage) Regulations, 2002, the tonnage is the gross tonnage and net tonnage

Annex 2

Guidance on Measurement and Tonnage Calculation

The tonnage is the volume of the hull(s) plus the volume of any full width (side-to-side) raised tonnage decks ('breaks'), modified by a form factor.

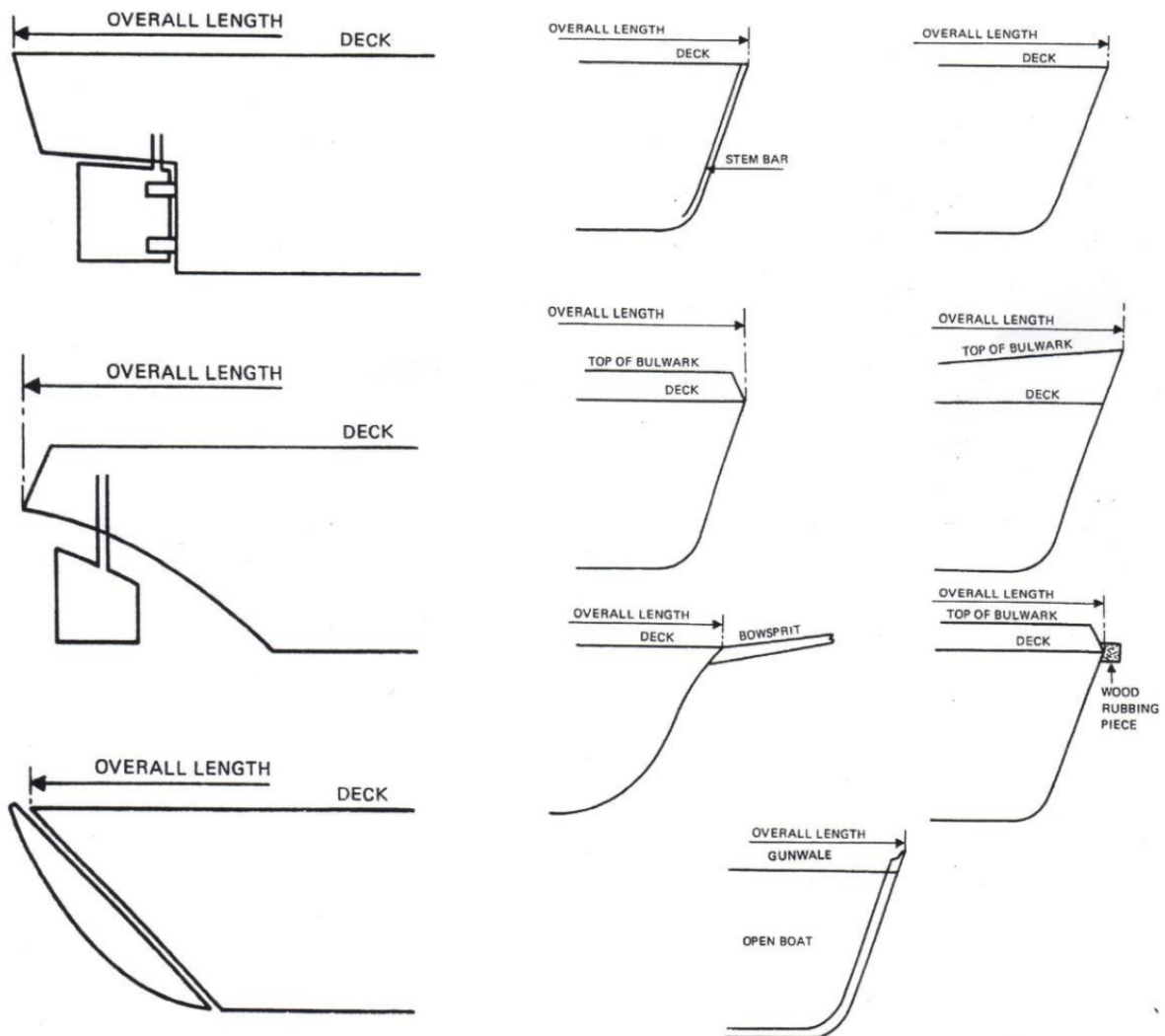
The tonnage figures are given in TONS and for yachts under 24m the Gross Tonnage (GT) and the Net Tonnage (NT) are the same.

GT/NT = tonnage of hull(s) + tonnage of break(s)

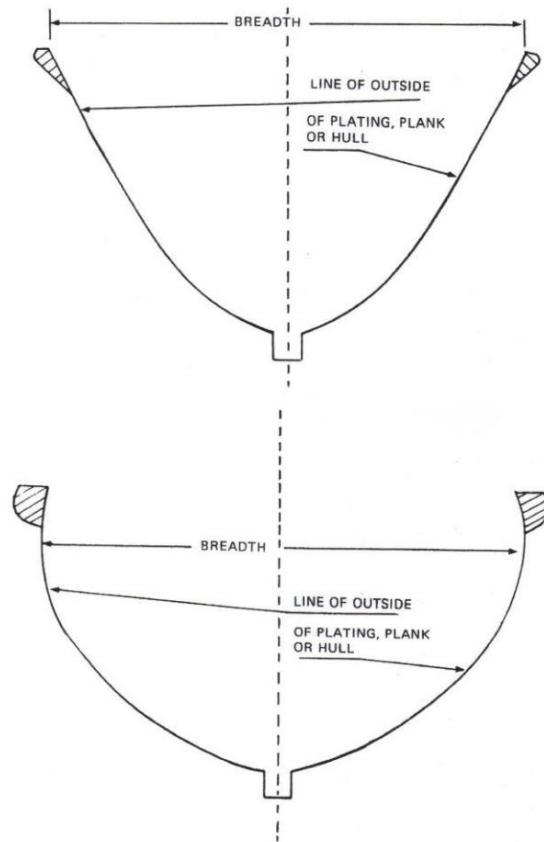
Tonnage of hull(s) = Length (overall) x Breadth (extreme) x Depth (at mid-point of Length) x 0.16

Tonnage of break(s) = Mean Length x Mean Breadth x Mean Height x 0.35

Length Overall

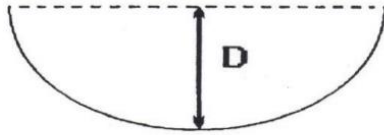


Breadth

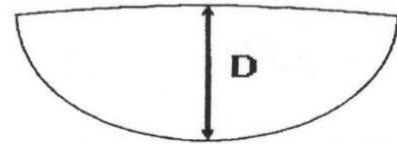


Depth

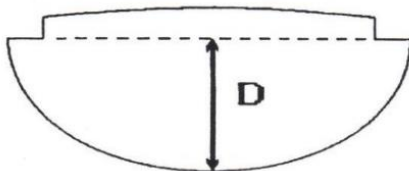
OPEN SHIP



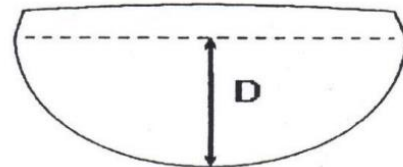
SHIP WITH DECK FROM GUNWALE TO GUNWALE



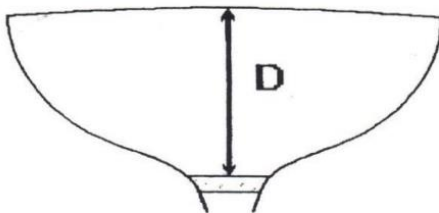
SHIP WITH INTERRUPTED DECK



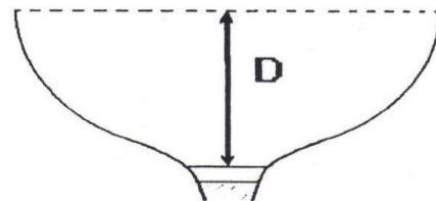
SHIP WITH SIDE TO SIDE BREAK. BREAK NOT INCLUDED



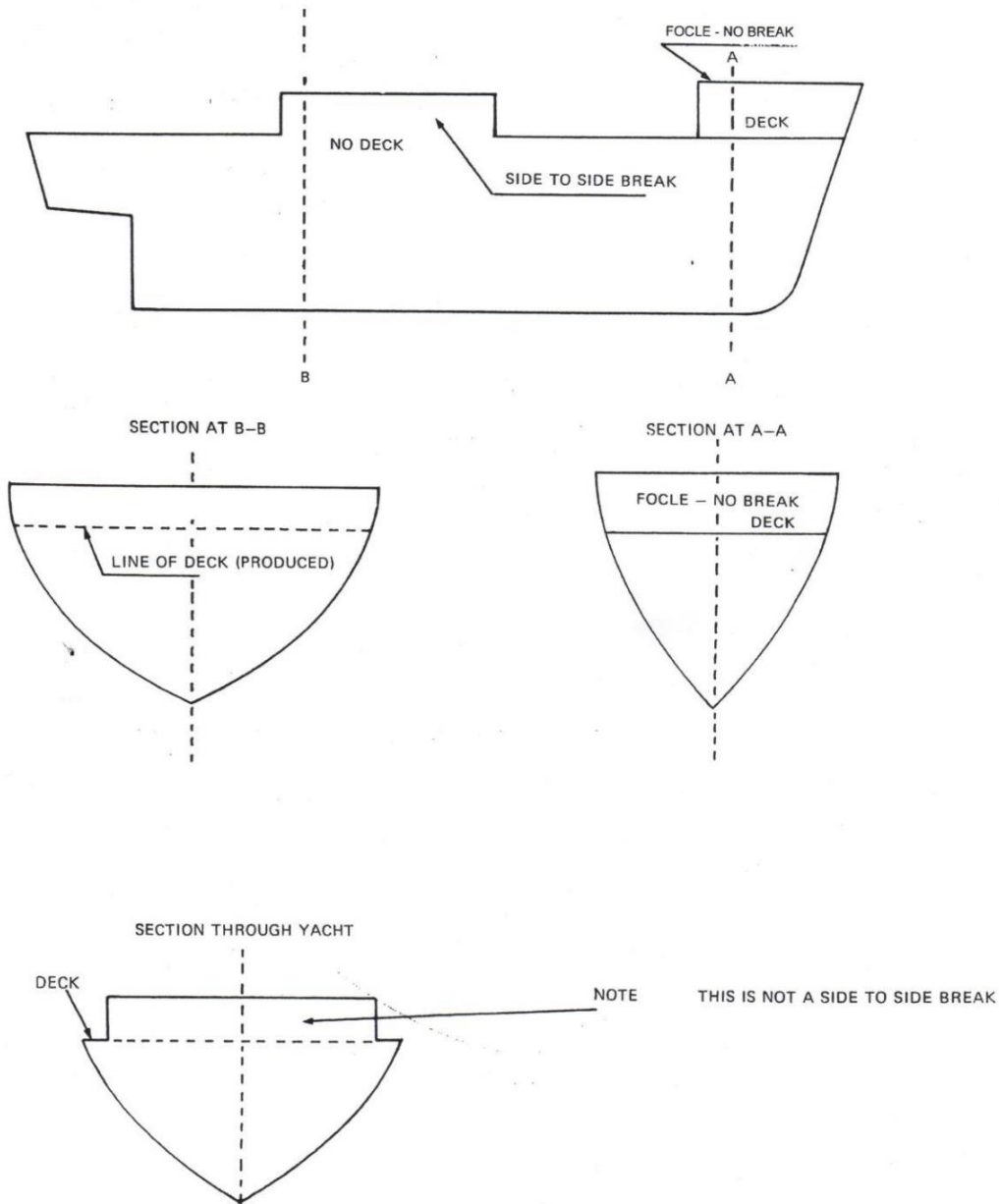
GRP SHIP WITH LOWER TERMINAL POINT AT FILLING OF KEEL



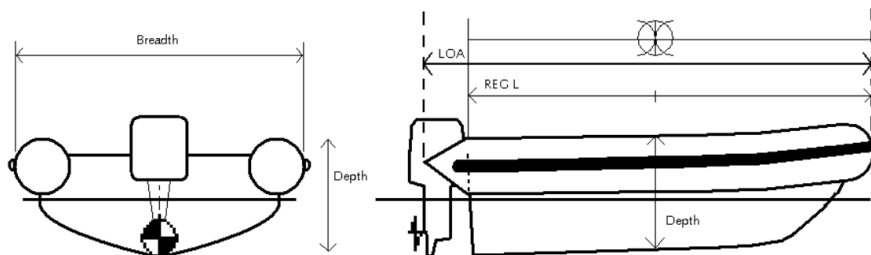
GRP SHIP WITH LOWER TERMINAL POINT WHERE KEEL TROUGH IS 100MM IN BREADTH



Breaks



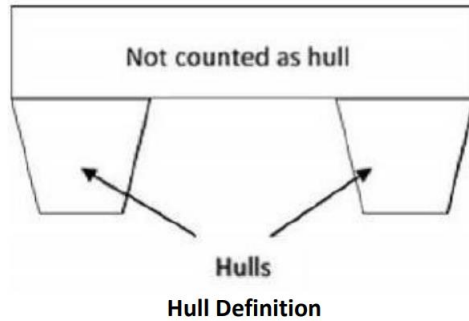
RIBs



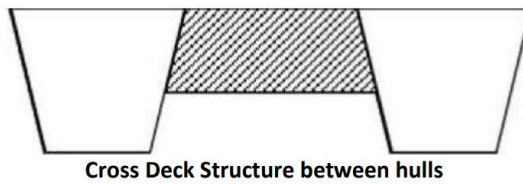


**Multihulls**

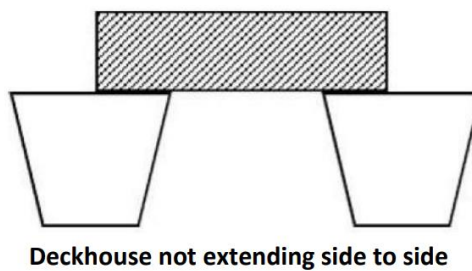
In the case of a multihull vessel the tonnage of each hull shall be measured separately and the sum of both shall be used in calculating the tonnage.



A cross deck structure between the hulls below the weather deck does not constitute a 'break' and should not be included in the calculations.

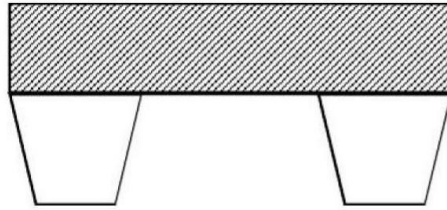


A deck house that does not extend from side to side is not considered to be a 'Break'.



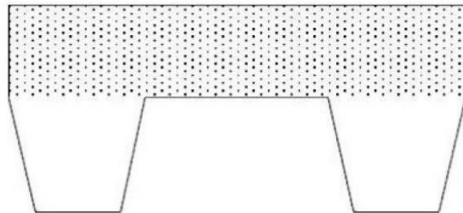
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A deck house or structure that does extend from side to side but has a deck underneath the structure is not a 'Break'.



Side to Side Step with deck underneath.

A side to side upward step where the openings into each hull are open and not closed off by a deck between, are considered to be a 'Break'



Side to Side Upward Step Constituting a Break.