

SHIPPING NOTICE 03/2017 (rev 1.1)

CAYMAN ISLANDS SHIPPING REGISTRY YACHT ENGAGED IN TRADE

To: OWNERS, MANAGERS, OPERATORS AND MASTERS OF CAYMAN ISLANDS YACHTS.

Purpose

The purpose of this Shipping Notice is to define the procedure to be followed for a Pleasure yacht registered in the Cayman Islands to obtain Yacht Engaged in Trade certification. This certification includes a Yacht Engaged in Trade Certificate of Compliance (YET COC) and temporary Certificate(s) of British Registry for a Yacht Engaged in Trade (temp COBR YET) enabling the yacht to charter up to 84 days per calendar year in European (EU) waters (currently limited to France and Monaco).

Applicability

This Shipping Notice is applicable to all Cayman Islands registered pleasure yachts that seek to charter in EU waters, which have a VAT paid status or operate under Temporary Admission regime in EU waters. Yachts must be fully compliant with the requirements of this Shipping Notice, the Large Yacht Code and all other applicable national and international requirements.

This Shipping Notice sets out the technical requirements necessary to qualify as a Yacht Engaged in Trade and includes four annexes as follows -

- ANNEX 1 Applicable Elements of Large Yacht Code covering Cayman Islands requirements for a Yacht Engaged in trade (YET)
- ANNEX 2 Master's Declaration for a Yacht Engaged in Trade (YET Declaration)
- ANNEX 3 Sample Yacht Engaged in Trade Certificate of Compliance (YET COC)
- ANNEX 4 Sample temporary Certificate of British Registry for a Yacht Engaged in Trade (temp COBR YET)

Definitions

For the purposes of this Shipping Notice –

'Administration' – means the Cayman Islands Shipping Registry.

'Classed Yacht' – means a yacht that has been issued with and maintains a valid Certificate of Class for hull and machinery issued by a recognized Classification Society.

‘Classification Society or Class’ – means a non-governmental organization that establishes and applies technical standards in relation to the design, construction and survey of marine vessels.

‘Customs Broker’ – means a person who is licensed by the local customs authorities to act as a professional-agent for an importer or exporter, prepares and submits all documents for clearing goods through customs and is paid customs-brokerage.

‘Importer / Exporter’ – means a local entity established in a non EU territory that may represent the yacht for Customs purposes. A yacht owner may serve as an Importer / Exporter.

‘Initial Inspection’ – means an initial inspection carried out by the Cayman Islands Shipping Registry to verify that the condition of the yacht and its equipment meet the requirements of this Shipping Notice and that the yacht is fit for its intended use.

‘Large Yacht Code (LYC)’ - means the “Code of Practice for the Safety of Large Commercial Sailing and Motor Vessels” published by the United Kingdom Maritime and Coastguard Agency, and includes any amendments thereto or replacements thereof.

‘Length’ – means length as determined in accordance with the International Convention on Load Lines.

‘Pleasure Yacht’ – means:

- (a) a vessel which at the time it is being used is-
 - (i) (A) in the case of a vessel wholly owned by an individual or individuals, used only for the sport or pleasure of the owner or the immediate family or friends of the owner;
(B) in the case of a vessel owned by a body corporate, one on which the persons on the vessel are employees, officers or shareholders (including beneficial owners of shares) of the body corporate, or their immediate family or friends; or
(C) in the case of a vessel owned by a trust or other ownership arrangement, one on which the persons on the vessel are beneficiaries under the trust or beneficial owners of the ownership arrangement, or their immediate family or friends; and
 - (ii) in Pleasure use;

in this definition “immediate family” means, in relation to an individual, the husband or wife of the individual, or a relative of the individual, or of the individual’s husband or wife; “relative” means brother, sister, ancestor or lineal descendant; “owner” includes charterer; and “Pleasure use” means that the vessel is used on a Pleasure voyage or excursion, and during such use is not engaged in trade by transporting merchandise or carrying passengers for reward or remuneration.

‘Pre-Registration Vetting’ – means an assessment carried out by the Administration to determine whether the yacht, any yacht management company and the owner meet the requirements for registration into the Cayman Islands.

‘Temporary Certificate of British Registry for a Yacht Engaged in Trade [temp COBR YET]’ – means the temporary Certificate of British Registry for Yacht Engaged in Trade (temp COBR YET) that is issued by the Administration each time the pleasure yacht engages in trade activities for a period not exceeding 84 days per year. The temporary Certificate of British Registry for a Yacht Engaged in Trade (temp COBR YET) will supersede and suspend the Pleasure Certificate of British Registry (Pleasure COBR) during its validity dates which shall coincide with the dates of each charter agreement or period of commercial promotion.

‘Owner / Owing Company’ - means the registered owner of the yacht / the company owning the yacht, as the case may be.

‘Ultimate Beneficial Owner’ - means the natural person(s) who ultimately owns or controls the company owning the yacht.

‘Yacht Engaged in Trade Certificate of Compliance’ (YET COC) – means a national certificate that confirms that the yacht has been surveyed and found compliant with the content of this Shipping Notice and applicable requirements of the Large Yacht Code.

‘Yacht Engaged in Trade (YET)’ – means a pleasure yacht over 24 metres in length, registered as a pleasure yacht in the Cayman Islands, in class, which has obtained and maintains a Yacht Engaged in Trade Certificate of Compliance (YET COC), that is eligible to obtain temporary Certificate(s) of British Registry as a Yacht Engaged in Trade (temp COBR YET), and therefore may engage in up to 84 days charter per calendar year. The yacht shall carry no more than 12 passengers whilst engaged in trade.

‘YET Compliance Verification Inspection’ – means the (initial, annual, or renewal) inspection(s) carried out by the Cayman Islands Shipping Registry to confirm that the condition of the yacht and that the certificates issued to the crew and the yacht are in compliance with the applicable sections of the Large Yacht Code and international conventions as applicable to Yacht Engaged in Trade (YET) registered yachts.

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1.0 BACKGROUND TO THE YACHT ENGAGED IN TRADE (YET) DEVELOPMENT

- 1.1 The current registration regime allowing commercial yachts to switch from commercial registration to pleasure registration and vice versa under certain conditions has come to an end in France and has become more problematic in other EU jurisdictions.
- 1.2 At present, the Cayman Island Shipping Registry offer yachts two means of registration, full registration 'pleasure' and full registration 'commercial'. Based on the above observation, the Yacht Engaged in Trade (YET) program has been developed as a new dual use operation program to offer a third means of registration for commercially compliant yachts. This is to allow owners the flexibility they require to operate their yacht privately with the option to charter their yacht for up to 84 days per year while taking into account EU VAT and Port State Control requirements.
- 1.3 Yachts meeting the requirements of this Shipping Notice will be issued with a Cayman Islands Yacht Engaged in Trade Certificate of Compliance (YET COC) and temporary Certificate(s) of British Registry for a Yacht Engaged in Trade (temp COBR YET) covering the charter periods or periods of commercial promotion. These certificates authorize yachts to charter for up to 84 days per calendar year in European (EU) waters.
- 1.4 Yachts wishing to engage in trade activities are required to be in compliance with the Merchant Shipping (Vessels in Commercial Use for Sport & Pleasure) Regulations, 2002, the applicable sections of the Large Yacht Code and this Shipping Notice.

2.0 ADVANTAGES APPLICABLE TO YACHTS ENGAGED IN TRADE (YET)

- 2.1 Ultimate Beneficial Owners can privately use their yacht without losing the option to charter the yacht on an occasional basis to offset the annual running costs.
- 2.2 Eliminates the need for switching between pleasure and commercial registration every time the yacht is to change its mode of operation and use.
- 2.3 Eliminates the need to proceed to export / import formalities and the need to leave the EU and visit a third country port each time the yacht is to switch between pleasure and commercial use.
- 2.4 Ultimate Beneficial Owners do not need to sign a charter agreement when using their own yacht on a private basis.
- 2.5 Ultimate Beneficial Owners do not need to pay VAT on their own use.
- 2.6 No risk of substantial penalties for extensive pleasure use.
- 2.7 VAT Exemption are available on works for non-VAT paid yachts (inward processing relief regime).
- 2.8 The 18-month Temporary Admission allowance period is paused each time the yacht is used as a Yacht Engaged in Trade (YET) and placed under Temporary Admission for Commercial Activity (TACA YET).

3.0 ELIGIBILITY FOR A YACHT ENGAGED IN TRADE (YET)

- 3.1 The yacht must be 24 metres or more in length.
- 3.2 The yacht must be in possession of a Cayman Islands Pleasure Certificate of British Registry (Pleasure COBR).
- 3.3 The yacht must successfully undergo an initial Compliance Verification survey in accordance with section 6 of this Shipping Notice.
- 3.4 The yacht must comply fully with the requirements of the relevant chapters of the Large Yacht Code as required in the attached Annex 1.
- 3.5 The yacht must be classed by a Classification Society recognised by the Administration.
- 3.6 The yacht must operate in full commercial compliance at all times, whether engaged in trade or not; including full commercial compliance with all applicable national requirements and International Conventions including:
 - a. The Maritime Labour Convention (MLC 2006);
 - b. The Large Yacht Code;
 - c. The International Convention for the Prevention of Pollution from Ships (MARPOL);
 - d. The International Safety Management (ISM) Code;
 - e. The International Ship and Port Facility Security (ISPS) Code.
- 3.7 Yachts with a gross tonnage of less than 500, shall implement a Safety Management System as per the requirements of Annex 2 of the Large Yacht Code. There is no requirement for a yacht under 500 gross tonnage to engage the services of a shore based company or Designated Person Ashore.
- 3.8 The yacht must have a documented planned maintenance system for all identified critical equipment.
- 3.9 The yacht must hold a valid International Load Line Certificate issued in accordance with the Large Yacht Code for at least a short-range yacht.
- 3.10 The yacht must be issued a with a Cayman Islands Yacht Engaged in Trade Certificate of Compliance (YET COC) and temporary Certificate(s) of British Registry for a Yacht Engaged in Trade (temp COBR YET) covering the charter periods or periods of commercial promotion.

4.0 SAFE MANNING APPLICABLE TO YACHTS ENGAGED IN TRADE (YET)

Prior to being surveyed under sections 6 and 7 of this Shipping Notice, the yacht must apply for, and be issued with a Minimum Safe Manning Document, which will specify the agreed manning levels and qualifications required for safe operations.

5.0 LIMITATIONS APPLICABLE TO YACHTS ENGAGED IN TRADE (YET)

- 5.1 Whilst engaged in trade and operating under a temporary Certificate of British Registry as a Yacht Engaged in Trade (temp COBR YET), yachts are subject to any operational limitation included in the Yacht Engaged in Trade Certificate of Compliance (YET COC).
- 5.2 Commercial operations / charters are limited to a maximum of 84 days per calendar year.
- 5.3 A maximum of 12 passengers may be carried.
- 5.4 Charters are currently limited to Monaco and French waters.
- 5.5 Owner's pleasure use is not allowed during the period of validity of the temporary Certificate(s) of British Registry for a Yacht Engaged in Trade (temp COBR YET).
- 5.6 A signed Master's Limited Trade Declaration for a Yacht Engaged in Trade (YET) shall be made and retained for inspection on board.
- 5.7 Yachts certified as Yachts Engaged in Trade are not entitled to apply for any VAT exemptions on fuel or supplies.

6.0 APPLICATION PROCEDURE FOR YACHT ENGAGED IN TRADE (YET) CERTIFICATION

- 6.1 The registered owner of the yacht must submit registration application form CISR 857 and complete the applicable 'Yacht Engaged in Trade' (YET) declaration in section 5 of the registration form.
- 6.2 The yacht owner, manager or representative shall submit all applicable documentation to the Administration for Pre-Registration Vetting.
- 6.3 If not already in possession of a Large Yacht Code Compliance Certificate, the yacht must successfully undergo an initial Compliance Verification survey in accordance with section 7 of this Shipping Notice upon which a Yacht Engaged in Trade Certificate of Compliance (YET COC) shall be issued.
- 6.4 The yacht owner shall arrange for EU customs formalities to be addressed by the Customs Broker in the name of the Importer/Exporter.
 - 6.4.1 The yacht must either:
 - a. Be in possession of a Value Added Tax (VAT) paid certificate or other document proving that the yacht has a VAT paid status; or
 - b. Operate in EU waters under the Temporary Admission (TA) regime in accordance with EU regulations which allows the yacht to enter and stay in EU waters for a period of up to 18 months without being liable to pay VAT on the hull. This option is only available to yachts ultimately owned by non-EU residents and owned by non-EU Companies.
 - 6.4.2 It should be noted that a Customs Broker is only required to carry out customs formalities on behalf of the Importer/Exporter for yachts operating under Temporary Admission (TA).

The procedure includes:

- a. The yacht being placed under Temporary Admission (TA) followed by Temporary Admission for Commercial Activity for a Yacht Engaged in Trade (TACA YET);
- b. Issuance of the relevant oral declaration for the placement of the yacht under Temporary Admission (TA);
- c. Issuance of the relevant import/export forms to provide clearance in and out for the yacht from the Temporary Admission for Commercial Activity for a Yacht Engaged in Trade (TACA YET) regime, during the period trade activities are undertaken.

6.5 At the end of the charter or period of commercial promotion, the Importer / Exporter shall remove the yacht from the Temporary Admission for Commercial Activity for a Yacht Engaged in Trade (TACA YET) regime.

7.0 SURVEY & CERTIFICATION FOR A YACHT ENGAGED IN TRADE (YET)

7.1 For yachts to be issued with a Yacht Engaged in Trade Compliance Certificate (YET COC) they must:

- 7.1.1 Be surveyed by the Administration, if not already holding a valid Large Yacht Code Certificate, to confirm:
 - 7.1.1.1 That a record of safety equipment for the yacht, which accurately details the yacht and its equipment, has been issued;
 - 7.1.1.2 That the yacht has been surveyed and found compliant with all applicable elements of the Large Yacht Code and all other national and international requirements as applicable;
 - 7.1.1.3 That the yacht has been surveyed and found compliant with all elements of the Maritime Labour Convention 2006, and has been issued with a Maritime Labour Certificate and DMLC Part I (if applicable);
 - 7.1.1.4 The appointed shipowner has completed and submitted DMLC Part II to the Administration (if applicable);
 - 7.1.1.5 That the signed Master's Limited Trade Declaration for a Yacht Engaged in Trade (YET) is available on board;
 - 7.1.1.6 That the yacht holds a valid Certificate of Class from a Classification Society recognised by the Administration;
 - 7.1.1.7 That the yacht holds a valid International Load Line Certificate, issued in accordance with the Large Yacht for at least a short-range yacht; and
 - 7.1.1.8 That all other statutory certification as applicable to Yachts Engaged in Trade (YET) is available on board.

7.2 Before the commencement of each charter, the Pleasure Yacht Certificate of British Registry (Pleasure COBR) shall be removed from the yacht's certificate folder and filed in a safe location on board. The following documents shall be added to the yacht's certification folder:

- a. Yacht Engaged in Trade Certificate of Compliance (YET COC)
- b. temporary Certificate of British Registry for a Yacht Engaged in Trade (temp COBR YET);
- c. Customs documentation for the placement of the Yacht under Temporary Admission for Commercial Activity (TACA YET);
- d. Charter Agreement;

- e. And at the end of the charter; customs documentation for the removal of the Yacht from Temporary Admission for Commercial Activity (TACA YET).

At the end of each charter the above documents shall be removed from the certification folder and filed together in a safe location on board. The Pleasure Yacht Certificate of British Registry (Pleasure COBR) shall also be returned to the yacht's certificate file.

8.0 CONDITIONS FOR MAINTAINING YACHT ENGAGED IN TRADE (YET) STATUS

8.1 To maintain Yacht Engaged in Trade status the yacht must:

- 8.1.1 Not be used as a pleasure yacht by the ultimate beneficial owner during the period of validity of the temporary Certificate(s) of British Registry for a Yacht Engaged in Trade (temp COBR YET);
- 8.1.2 Carry on board the temporary Certificate(s) of British Registry for a Yacht Engaged in Trade (temp COBR YET) issued by the Administration for the duration of the charter or for the commercial promotion period as applicable. Whilst operating under the temporary Certificate of British Registry for Yacht Engaged in Trade (temp COBR YET), the previous Pleasure Certificate of British Registry (Pleasure COBR) is invalid for the duration of the validity of the temporary Certificate of British Registry for Yacht Engaged in Trade (temp COBR YET);
- 8.1.3 Maintain a valid Yacht Engaged in Trade Certificate of Compliance (YET COC) by complying at all times with the Large Yacht Code as applicable to Yachts Engaged in Trade (YET) and all other national and international requirements as applicable, whether or not the yacht is engaged in trade;
- 8.1.4 Undergo Annual Compliance Verifications to verify that the yacht; its crew and certification issued to the yacht is compliant with the requirements with the Large Yacht Code and any international conventions, as applicable;
- 8.1.5 Maintain on board the original Master's Limited Trade Declaration for a Yacht Engaged in Trade (YET) wherein the Master has acknowledged his/her understanding of the operational controls and limitations imposed.

9.0 PORT STATE CONTROL AND YACHTS ENGAGED IN TRADE (YET)

Pleasure yachts holding a Yacht Engaged in Trade Certificate of Compliance (YET COC) and operating under temporary Certificate(s) of British Registry for a Yacht Engaged in Trade (temp COBR YET) should expect to be considered by Port State Control authorities as "commercial yachts" and subject to inspection and control measures under the Paris Memorandum of Understanding.

ANNEX 1 – Applicable Elements of the Large Yacht Code covering Cayman requirements for Yachts Engaged in Trade (YET)

SECTION	TITLE	YACHTS <500GT	YACHTS >500GT
4	Construction & Strength	✓	✓
5	Weathertight Integrity	✓	✓
6	Water Freeing Arrangements	✓	✓
7	Machinery	✓	✓
8	Electrical Installations	✓	✓
9	Steering Gear	✓	✓
10	Bilge Pumping	✓	✓
11	Stability	✓	✓
12	Freeboard	✓	✓
13	Life Saving Appliances	✓	✓
14	Fire Safety	✓	✓
14a&b	Structural Fire Protection	✓	✓
15	Fire Appliances	✓	✓
16	Radio	✓	✓
17	Navigation Lights, Shapes and Sound Signals	✓	✓
18	Navigational Equipment and Visibility from Wheelhouse	✓	✓
19	Miscellaneous Equipment	✓	✓
20	Anchors & Cables	✓	✓
21	Accommodation	✓	✓
22	Protection of Personnel	✓	✓
23	Medical Stores	✓	✓
24	Shore-Ship Transfer of Personnel	✓	✓
25	Clean Seas	✓	✓
26	Manning & Personnel Certification	✓	✓
27	Passengers	✓	✓
28	Survey, Certification, Inspection & Maintenance	✓	✓
29	Crew Agreements	✓	✓
30	Safety Management		✓
31	International Ship & Port Facility Code		✓
Annex 2	Safety Management for Vessels <500GT	✓	

Where an existing vessel does not meet the standards of the Large Yacht Code the Administration should be contacted to consider whether any equivalent standards may be accepted.

ANNEX 2 – Sample Master’s Limited Trade Declaration for a Yacht Engaged in Trade (YET)

**MASTER’S LIMITED TRADE DECLARATION
 FOR A YACHT ENGAGED IN TRADE [YET]**

This declaration shall be signed by the Master and retained on board as per Section 8 of the Cayman Islands Shipping Notice 03/2017 as amended.

1. I acknowledge that the vessel shall be operated to full commercial compliance at all times, whether engaged in trade or not
2. I acknowledge that the vessel will be able to operate as a Yacht Engaged in Trade [YET] for the duration of a charter or for a commercial promotion period only once the below listed documents have been issued and provided on board:
 - 2.1.1 A Yacht Engaged in Trade Certificate of Compliance [YET COC]
 - 2.1.2 A valid charter contract or statement for the commercial promotion period
 - 2.1.3 A temporary Certificate of British Registry for a Yacht Engaged in Trade [temp COBR YET]
 - 2.1.4 Valid Import and then Export Customs documentation for the placement and then removal of the yacht under / from Temporary Admission for Commercial Activity [TACA YET]
3. I acknowledge whilst operating as a Yacht Engaged in Trade [YET], charter activities are limited to a maximum of 84 days per calendar year and private use by the owner is not allowed
4. I acknowledge that a maximum of 12 passengers or guests can be carried whilst the yacht is at sea and is operating as a Yacht Engaged in Trade [YET]
5. I acknowledge that charters are currently limited to the European countries as stated in the Cayman Island Shipping Notice 03/2017 as amended

Name of Master:	Passport or CI Endorsement Number:
Name of Vessel:	IMO Number:
Official Number:	Date:
Vessel Stamp & Master’s Signature:	

ANNEX 3 – Sample Yacht Engaged in Trade Certificate of Compliance (YET COC)

(COCYET /)

**YACHT ENGAGED IN TRADE
 CERTIFICATE OF COMPLIANCE**

Issued pursuant to
SHIPPING NOTICE 03/2017
 under the authority of the Government of the Cayman Islands by
THE CAYMAN ISLANDS SHIPPING REGISTRY
 of
THE MARITIME AUTHORITY OF THE CAYMAN ISLANDS

PARTICULARS OF SHIP

NAME OF SHIP	
OFFICIAL NUMBER	
PORT OF REGISTRY	GEORGE TOWN
GROSS TONNAGE	
LOAD LINE LENGTH (<i>metres</i>)	

THIS IS TO CERTIFY:

1. that the vessel has been surveyed in accordance with the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 2002, as applicable to a Yacht Engaged in Trade (YET);
2. that the vessel has been found to comply with the requirements of the Code of Practice (as amended);
3. that the total number of persons for which life-saving appliances are provided is _____ ;
4. that the vessel was surveyed on _____ .
5. that all certificates held under the SOLAS and Load Line Conventions are issued as an equivalent arrangement in accordance with SOLAS I/5 and Load Line Article 8, and as notified to IMO by Circulars SLS.14/Circ.253 and LL.3/Circ.228 of 16 September 2013.
6. that the private registered yacht is authorized to engage in trade for up to 84 days per calendar year, during which such charter periods or commercial promotion periods will be covered by a valid temporary Certificate of British Registry for a Yacht Engaged in Trade (temp COBR YET) issued and maintained on board

This Certificate is valid, unless previously cancelled, until _____ subject to:

- a) the vessel, its machinery and equipment being efficiently maintained;
- b) annual verifications, and manning complying with the Code of Practice, and the following conditions:

The vessel may not engage in trade unless it has been issued with a temporary Certificate of British Registry for a Yacht Engaged in Trade (temp COBR YET).

Helicopter operations are subject to valid helideck certification in accordance with Annex 6 of the Large Yacht Code

ISSUED AT: **SOUTHAMPTON, UNITED KINGDOM**
 (*Place of issue of certificate*) _____

DATE OF ISSUE: _____

SIGNED:
 (*Signature of authorized official*) _____



NAME OF VESSEL: _____

ENDORSEMENT FOR ANNUAL COMPLIANCE VERIFICATIONS

NOTE: Annual verifications should be carried out within a three-month period either side of the anniversary date of the certificate expiry date as recorded overleaf:

1ST ANNUAL SURVEY



Signed:
(Signature of authorized official)

Place:

Date:

2ND ANNUAL SURVEY



Signed:
(Signature of authorized official)

Place:

Date:

3RD ANNUAL SURVEY



Signed:
(Signature of authorized official)

Place:

Date:

4TH ANNUAL SURVEY



Signed:
(Signature of authorized official)

Place:

Date:

**ANNEX 4 – Sample temporary Certificate of British Registry for a Yacht Engaged in Trade
(temp COBR YET)**



CERTIFICATE OF BRITISH REGISTRY

PARTICULARS OF SHIP

NAME OF SHIP	NUMBER, YEAR AND PORT OF REGISTRY	OFFICIAL NUMBER
SAUCY SUE	31 IN 2017, GEORGE TOWN	123456
NAME & ADDRESS OF BUILDERS	TYPE OF SHIP	SIGNAL LETTERS
A SHIPYARD NORWAY	YACHT ENGAGED IN TRADE (YET)	ZCPY5
	MATERIAL USED TO CONSTRUCT HULL	IMO NUMBER (IF ANY)
NUMBER, YEAR AND PORT OF PREVIOUS REGISTRY (IF ANY)	STEEL	1234567
N/A	DATE KEEL LAID	DATE MEASURED
	1 DEC 2015	7 NOV 2016

PRINCIPAL DIMENSIONS

TONNAGE

LENGTH (m):	83.866	THE TONNAGE(S) OF THIS SHIP IN ACCORDANCE WITH HER INTERNATIONAL TONNAGE CERTIFICATE (1969) ARE:	
BREADTH (m):	18.765		
MOULDED DEPTH (m):	7.60	GROSS TONNAGE:	3992
MOULDED DRAUGHT (m):	6.212	NET TONNAGE:	1308
OVERALL LENGTH (m):	-	<i>For ships under 24 metres length, the tonnage is the gross tonnage and net tonnage.</i>	

PARTICULARS OF ACCOMMODATION

NUMBER OF SEAMEN (INCLUDING APPRENTICES) FOR WHOM ACCOMMODATION IS PROVIDED:	45
NUMBER OF PASSENGERS FOR WHOM ACCOMMODATION IS PROVIDED:	12

ENGINE AND BOILER PARTICULARS

DESCRIPTION OF ENGINES	NAME & ADDRESS OF ENGINE MAKERS	ENGINE DETAILS	
INTERNAL COMBUSTION	ROLLS ROYCE HORDEVIKNESET BERGEN NORWAY	NO. OF SETS:	4
		NO. OF SHAFTS:	2
		WHEN MADE:	2015
NUMBER OF CYLINDERS IN EACH SET	DIAMETER OF CYLINDERS (mm)	LENGTH OF STROKE (mm)	
9	250	300	
DESCRIPTION OF BOILERS	NAME & ADDRESS OF BOILER MAKERS	BOILER DETAILS	
		NUMBER:	
		WORKING PRESSURE:	
		WHEN MADE:	

ADDITIONAL PARTICULARS

ESTIMATED BRAKE POWER (kW)	ESTIMATED SPEED OF SHIP (knots)	METHOD OF PROPULSION
7960	15.1	TWIN SCREW

NAME AND ADDRESS OF THE OWNER

NUMBER OF SIXTY-FOURTH SHARES

SAUCY SUE LIMITED CLIFORD HOUSE 96 FORT STREET P.O. BOX 1000 GRAND CAYMAN KY1-1111 CAYMAN ISLANDS	64 SHARES
DATED AT GEORGE TOWN, CAYMAN ISLANDS ON 14 APRIL 2017.	REGISTRAR OF BRITISH SHIPS

NOTICE: A Certificate of Registry is not a document of Title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the ship. In case of any change of ownership it is important for the protection of the interests of all parties that the change should be registered according to law. Changes of ownership, address or other registered particulars should be notified to the Registrar at the Port of Registry. Should the Vessel be lost, broken up, or cease to be entitled to be registered in the Cayman Islands, notice thereof, together with the Certificate of Registry, if in existence, should within 30 days be given to the Registrar of Shipping at George Town in the Cayman Islands under a penalty for default.

Valid until XX XXX XXXX

This temporary Certificate of British Registry for a Yacht Engaged in Trade, allows the private-registered yacht to charter for the duration of the validity of this temporary Certificate of British Registry for a Yacht Engaged in Trade, which period cannot be greater than 84 days per calendar year; subject to compliance with Shipping Notice 03/2017, the Large Yacht Code and international and national regulations as applicable to Yachts Engaged in Trade (YET).

This temporary Certificate of British Registry for a Yacht Engaged in Trade and all rights and privileges accorded hereunder, shall remain valid through to the expiration date stated above provided it is accompanied with a valid Yacht Engaged in Trade Compliance Certificate. During the period of validity of this temporary Certificate of British Registry for Yacht Engaged in Trade, any previous certificate of registry issued to the yacht is invalid for the time period stated above.