

## GUIDANCE NOTE 07/2022 (Rev 02)

### TELEVISIONS SHOWS ON LARGE YACHTS

To: OWNERS, OPERATORS, MASTERS and YACHT BUILDERS.

#### 1. BACKGROUND

- 1.1 The Cayman Islands Shipping Registry (CISR) occasionally receives requests to permit television shows on large yachts.
- 1.2 As well as the issues surrounding the carriage of 'additional passengers', **any** modifications to the fabric of the vessel, which may include the running of temporary cables and other compliance issues such as the seafarer's hours of work and rest will need careful management.
- 1.3 The purpose of this guidance notice is to set out CISR's regulatory framework, policy and our expectations on the scope of the operator's risk assessment and level of project management.
- 1.4 For the purposes of this notice, the term 'additional passengers' means persons embarked above the number of passengers that a Large Yacht (i.e. REG Code Part A) is certified to carry in commercial use (i.e. 12 pax).
- 1.5 Included in the number of 'additional passengers' are the cast, TV production team, security, and any other personnel required for the event. It does not include 'occasional workers' (as defined in REG Yacht Code Annex E Section E2) who are accommodated onboard.

#### 2. REGULATORY FRAMEWORK

- 2.1 For Large Yachts that wish to operate at anchor or underway with up to 36 passengers, CISR may, under the authority conferred by regulation 9 of the Merchant Shipping (Pleasure Yachts Carrying Passengers) Regulations, 2011, exempt a yacht from full compliance with those regulations, provided that an alternative provision is applied which "is at least as effective as that required by these Regulations or the PY Code."
- 2.2 The time limited exemption would limit voyages to not more than 20nm from a safe haven in a defined cruising area and sea state.

- 2.3 For events alongside, an exemption agreement from CISR is not required but a Letter of No Objection (LONO) must still be requested.
- 2.4 It should be noted that compliance with Cayman Islands regulations and CISR policy does not obviate the requirement to comply with any national or local regulations and policy of the Administration or Authority that has jurisdiction over the waters or harbour/marina that the yacht is operating in.

### **3. APPLICATIONS**

- 3.1 Applications for a temporary exemption for the carriage of additional guests for a TV show are to be sent with a detailed Risk Assessment and completed [Request for Services](#) form to [technical@cishipping.com](mailto:technical@cishipping.com).

### **4. PRE-REQUISITES**

- 4.1 The yacht must be of 500GT or above\* and hold a valid Large Yacht Certificate of Compliance.
- 4.2 ISM Company to have communicated the intentions in writing to the Administration or Authority that has jurisdiction over the waters or harbour/marina that the yacht is operating in and received a response confirming no objections.
- 4.3 A shadow/support passenger vessel, certified to carry accommodate all the additional passengers whilst filming underway.

\* Yachts of less than 500GT have been excluded as safety management and fire safety provisions in the REG Yacht Code are not commensurate with the additional risks.

### **5. RISK ASSESSMENT**

- 5.1 The ISM Company should submit their approved Risk Assessment after development with the master.
- 5.2 If the Risk Assessment is properly carried out the exemption letter issued by CISR need only reference the latest revision the Risk Assessment tailored for the specific event in addition to the key conditions/limitations (i.e. nature of the event, date(s), location/cruising area, number of persons).
- 5.3 The following is a non-exhaustive list of matters to be considered in the risk assessment:

#### Events alongside

- harbour master agreement
- impact on stability
- state of tide during event

- forecast weather conditions
- passenger counting, ship and shoreside
- passenger briefing
- limitations on smoking
- risks from temporary equipment (i.e. power lines, battery charging, lighting)
- control of passengers wandering outside designated event areas
- crew compliance with hours of work and rest
- additional security and catering staff
- widely separated points of egress
- gangway overloading
- evacuation time
- secure assembly station shoreside

#### Events at anchor/river buoy

- as per above
- port authority agreement
- garbage management
- sewage management
- lifesaving appliance capacity
- muster station 'loadings'; taking into account the need for 'virtual crew corridors' and ample space for crew to undertake emergency duties unimpeded (i.e. fire team dressing, flaking out fire hoses, preparations for evacuation)
- maximum significant wave height for safe personnel transfer
- estimation of the total evacuation time, ship to shore\*

#### Cruising with up to 36 passengers

- as per above
- coastal state agreement
- proximity of search and rescue services

## 6. PROJECT MANAGEMENT

- 6.1 The ISM Company are to assign a suitably qualified and experience person as a project manager to communicate with the main stakeholders (i.e. Port/Coastal State, Classification Society, Flag State and TV production team). Experience has shown that a person qualified as a Master works well as a project manager, supporting the bridge team and assisting with production team/support vessel briefings and guest familiarization.
- 6.2 The project manager is to be 'on-set' throughout the event to ensure that the conditions, limitations are being adhered to.
- 6.3 A plan of **all** the proposed temporary cable runs, and associated cable penetrations through fire rated divisions or draft stops is to be developed. Dismantled linings are not to be re-installed until the Classification Society surveyor has verified the securing of the temporary cables and the integrity of the penetrations. Similarly, once the temporary cables have been removed the Classification Society surveyor must be invited to verify the integrity of the penetrations prior to the linings being re-installed.

## 7. MASTER'S RESPONSIBILITY and AUTHORITY

- 7.1 It must be emphasised to the TV production team that the master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention at all times.

## 8. FLAG STATE INSPECTION

- 8.1. A flag state surveyor should be requested attend the vessel once all preparations for filming have been made.
- 8.2 In exceptional circumstance this verification may be done remotely.

## 9. CREW CERTIFICATION, TRAINING AND FAMILIARIZATION

- 9.1 Certification for the temporary crew should be provided by the TV production team to the ISM Company well in advance of the joining date so that the necessary checks can be undertaken in a timely manner. Experience has shown that often certificates have expired, or an officer does not hold a Cayman Islands endorsement.
- 9.2 Adequate time must be built into the filming schedule for handovers, onboard training, familiarisation, and drills of the temporary crew prior to departure. It is recommended that ahead of the joining date parts of yacht's SMS relevant to their position, and the Muster List, be shared to better prepare them.