

GUIDANCE NOTE 08/2019 (Rev 02)

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 length¹ a Certificate of Measurement, comprising of the vessel's particulars and a simplified tonnage calculation² 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*³ 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.

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

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

³ 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.
- 2.6 The Certificate of Measurement for pleasure yachts less than 24m in length can be downloaded from www.cishipping.com or from this [LINK](#).

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 FOR A CAYMAN ISLANDS SHIP OF LESS THAN 24 METRES IN LENGTH

Issued under the provisions of
THE MERCHANT SHIPPING ACT 2024, 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 ¹	Official Number ²
Where Built <i>(including Name and Address of Builders)</i>	Material used to construct hull	Call Sign ³
	Number of transverse bulkheads	Number of masts ⁴
IMO Number (if applicable)	Type of Ship <i>(for example, dry cargo, oil tanker, passenger, bulk carrier, pleasure yacht etc.)</i>	Date of construction ⁵

PRINCIPAL DIMENSIONS⁶

PARTICULARS OF ACCOMMODATION⁷

Length (Overall)	metres	Number of seafarers for whom accommodation is provided :	
Length	metres		
Breadth	metres	Number of passengers for whom accommodation is provided :	
Depth (Moulded)	metres		
Draft (Moulded)	metres		

MAIN MACHINERY PARTICULARS

Method of Propulsion ⁸	Number of shafts	Estimated Speed of ship in knots:
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Internal and external combustion engines used for propulsion		
Description of Engines	Name and address of engine makers	When made
Number of engine sets	Total power of propulsion engines (kW) ⁹	Engine type(s) ¹⁰
Number of cylinders (each set)	Diameter of cylinders (mm)	Length of stroke (mm)
Boilers used for ship propulsion ¹¹		
Description of boilers	Name and address of boiler makers	When made
Number of boilers	Working Pressure	

TONNAGE PARTICULARS¹²

The tonnage of this ship, in accordance with the Cayman Islands Tonnage Certificate are:

Tonnage	Date of last measurement

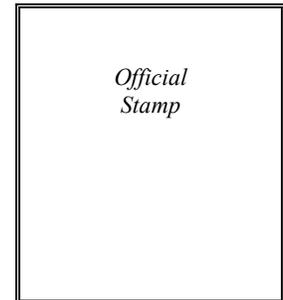
I, the undersigned Surveyor appointed by the Government of the Cayman Islands, or the Owner, or an authorised person acting on behalf of the Owner hereby certifies that the above particulars are true.

PLACE OF ISSUE:

DATE OF ISSUE:

SIGNED:

NAME:



Notes:

¹ 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”

² If the “Official Number” has not yet been allocated, enter “Not Known” for this field.

³ If the “Call Sign” has not yet been allocated, enter “Not Known” for this field.

⁴ To be completed for “sailing” and “motor / sailing” vessels only.

⁵ 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.

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

⁷ Details should be entered for the number of seafarers for whom accommodation has been **provided** that complies with UK MGN 601 as a substantial equivalence to MLC 2006 (for ships constructed after 20 August 2013) or the Merchant Shipping (Crew Accommodation) (Cayman Islands) Regulations, 1988 (for ships constructed before 2013). The passenger numbers may not exceed 12.

⁸ For example: “Sail”, “Motor / Sail”, “Diesel”, “Diesel Electric”, “Steam Turbine”, “Gas Turbine”, “Non Propelled”, etc.

⁹ In the case of multi-engined ships, the figure for estimated power should show the total propulsive power and not the power for each engine

¹⁰ Enter “reciprocating”, “rotary”, etc.

¹¹ Do not include auxiliary boilers, thermal oil heaters, etc.

¹² As determined in accordance with Regulation 14(4) of the Merchant Shipping (Tonnage) Regulations, 2002, the tonnage is the gross 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.

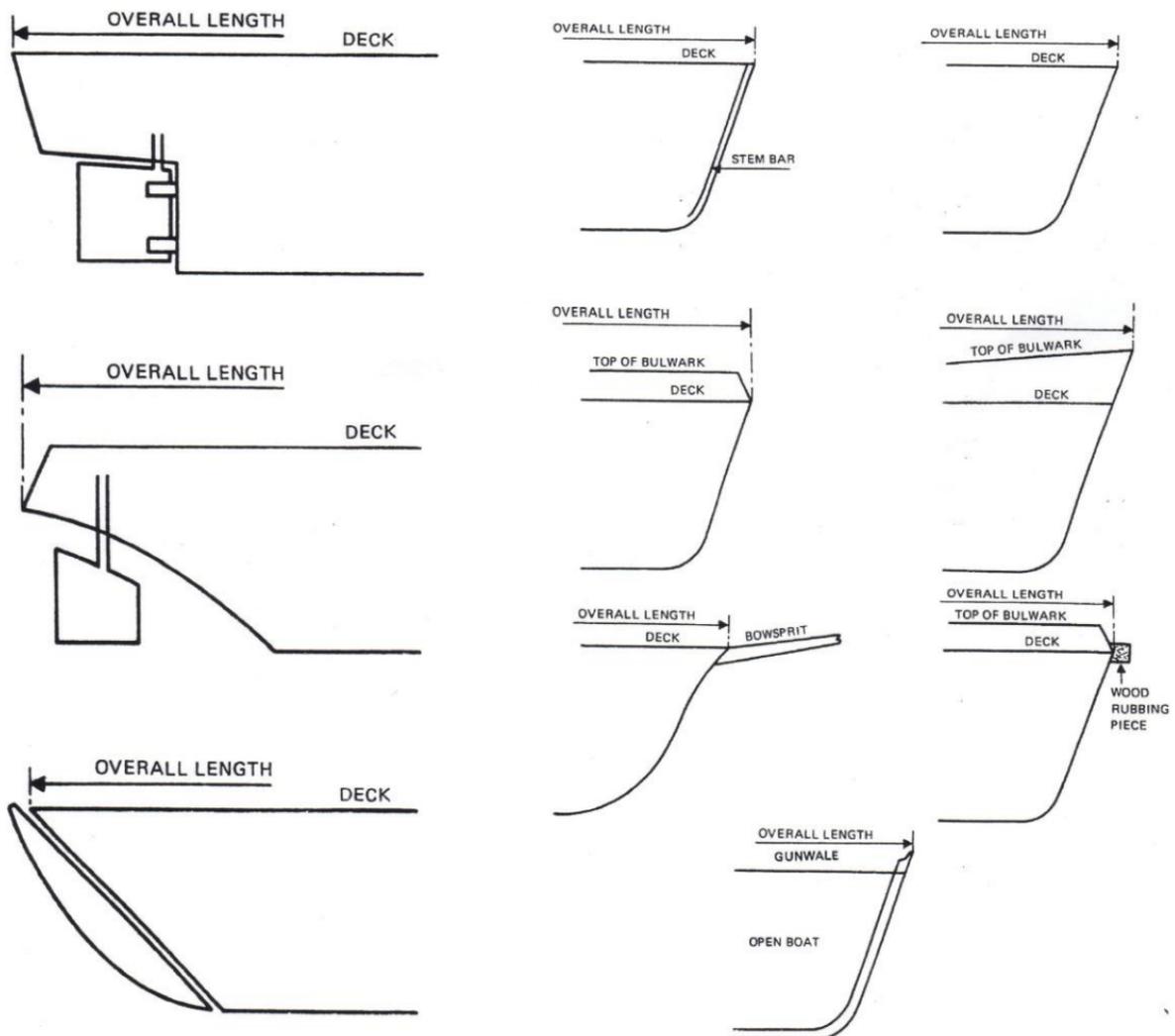
The tonnage figures are given in TONS and for yachts under 24m the Gross Tonnage (GT) and the Net Tonnage (NT) are the same.

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

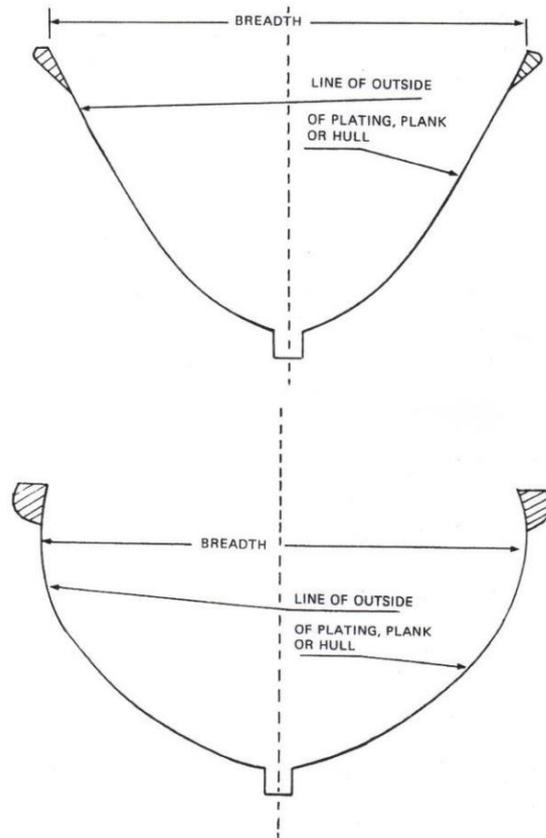
Tonnage of hull(s) = Length (overall) x Breadth (extreme) x Depth (at mid-point of Length) x 0.16

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

Length Overall

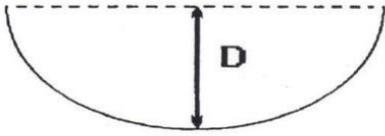


Breadth

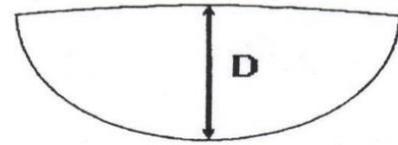


Depth

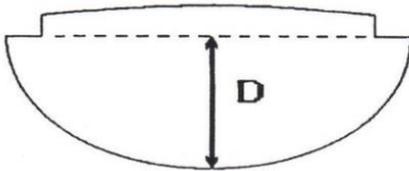
OPEN SHIP



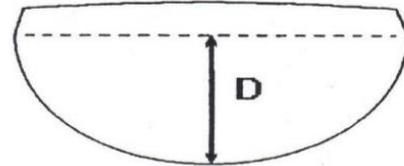
SHIP WITH DECK FROM GUNWALE TO GUNWALE



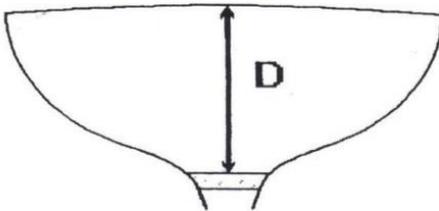
SHIP WITH INTERRUPTED DECK



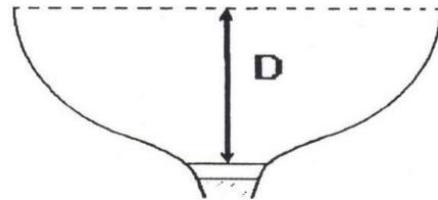
SHIP WITH SIDE TO SIDE BREAK. BREAK NOT INCLUDED



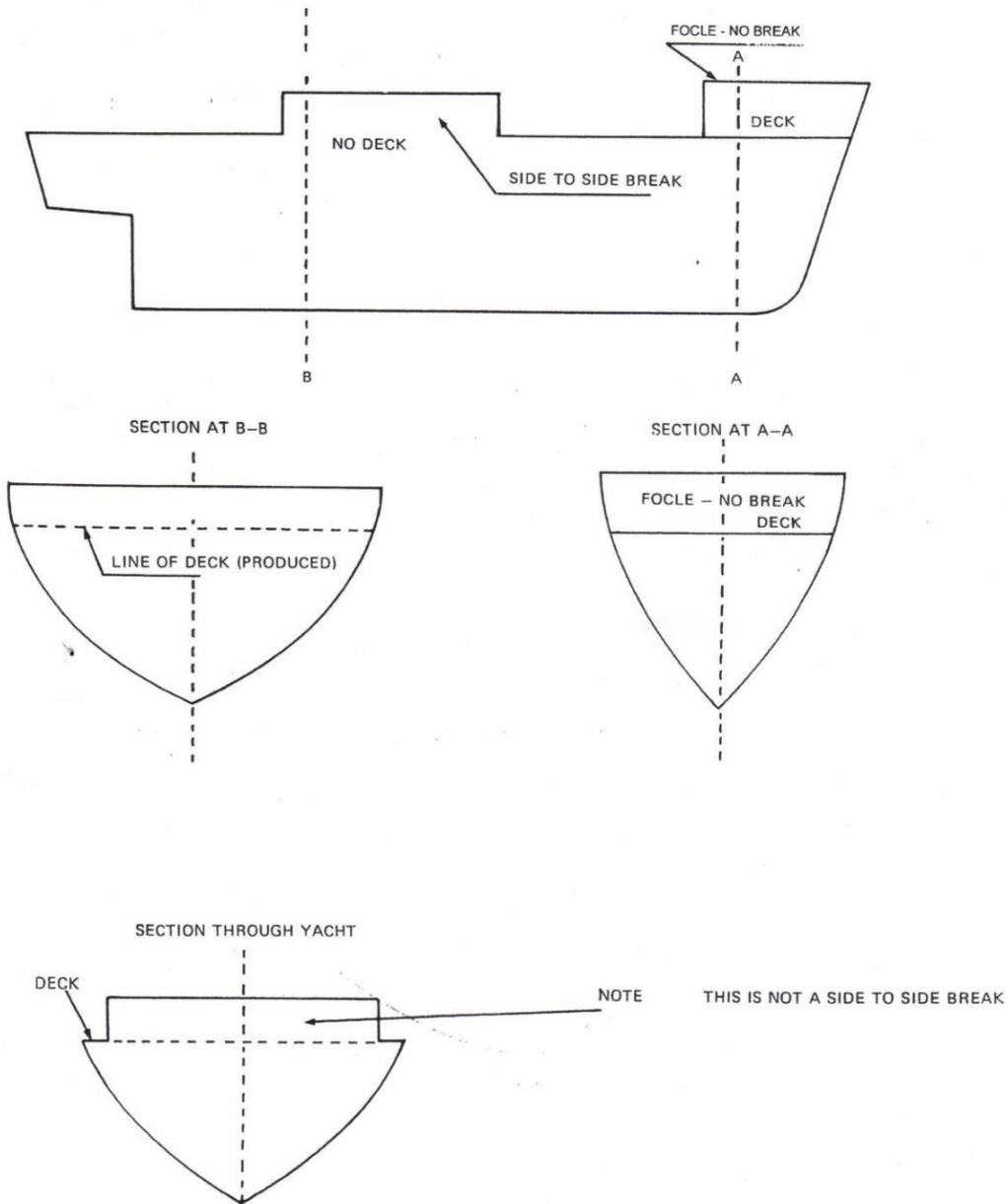
GRP SHIP WITH LOWER TERMINAL POINT AT FILLING OF KEEL



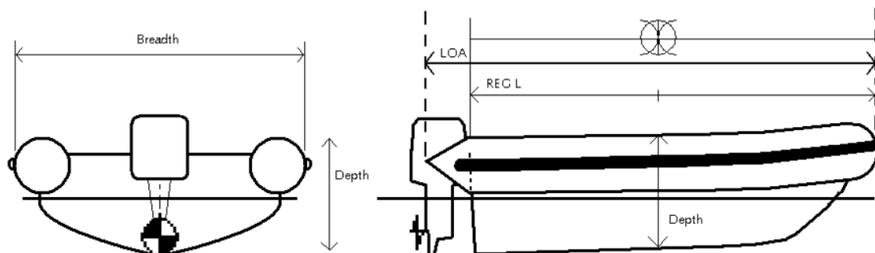
GRP SHIP WITH LOWER TERMINAL POINT WHERE KEEL TROUGH IS 100MM IN BREADTH



Breaks

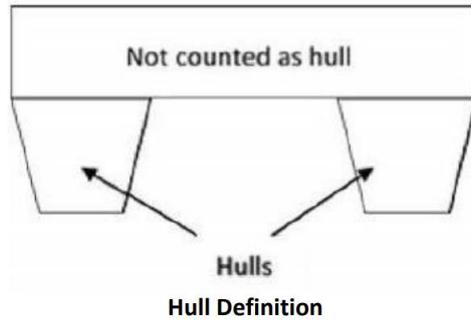


RIBs

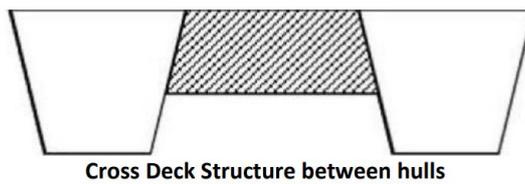


Multihulls

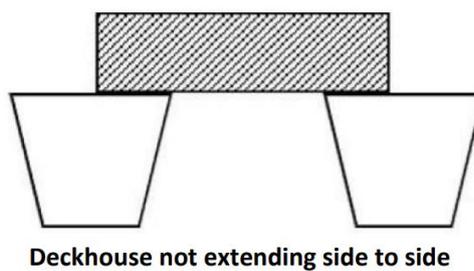
In the case of a multihull vessel the tonnage of each hull shall be measured separately and the sum of both shall be used in calculating the tonnage.



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

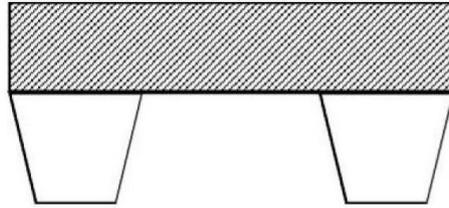


A deck house that does not extend from side to side is not considered to be a 'Break'.



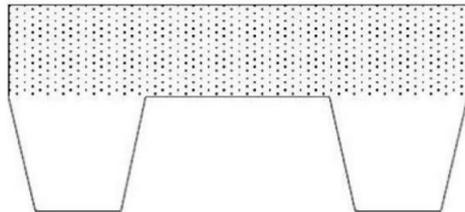
MEASUREMENT & REGISTRATION OF PLEASURE YACHTS UNDER 24m *(Continued)*

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.