

## **GUIDANCE NOTE 01/2025 (Rev 1.4)**

### **TENDERS AND AUXILIARY TENDERS OF LARGE COMMERCIAL YACHTS**

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

#### **1. APPLICATION**

- 1.1 This guidance notice is for yacht-carried tenders and auxiliary (support) tenders of less than 24m in load line length used for transferring 12 passengers or less to shore in sheltered waters, favorable weather, at safe speeds (in no case more than 20 knots) and within 3 miles of land. Other types of voyages, for example coastal sightseeing excursions, are not covered by this guidance note.
- 1.2 Cayman Registry policy does not obviate the safety, navigation or manning requirements of the authorities that have jurisdiction over the waters the vessel is operating in.
- 1.3 A "tender" is a vessel that may be stowed onboard the large yacht using its own lifting appliances and thus form part of the outfitting. This may be listed on a ['Record of Lifeboats, Tenders and other Appurtenances \(ROLTA\)'](#) provided it does not have its own Certificate of British Registry (CoBR). It is not required to have its own safety certificate, since this is covered by the parent vessel's certification.
- 1.4 An "auxiliary tender" is a vessel with its own CoBR engaged solely in tender activities. These may be listed on a ['Record of Auxiliary Tenders \(ROAT\)'](#).
- 1.5 The auxiliary tender may remain registered as a 'Pleasure Yacht' provided this does not contravene any requirements of the authorities (maritime or fiscal) that have jurisdiction over the waters the vessel is operating in.

#### **2. TENDER AND AUXILIARY TENDER SAFETY STANDARDS - CHARTER GUEST USE**

##### **2.1 The REG Yacht Code Common Annex K-1 Tenders**

- 1) *When a vessel carries a rigid or inflatable tender, it shall be fit for its intended use, regularly inspected by the owner/managing agent, and maintained in a safe condition.*
- 2) *Safety equipment shall be provided in the tender as appropriate to its intended range and area of operation.*
- 3) *Each tender shall be clearly marked with the number of persons (mass 75 kilograms) that it can safely carry, and the name of the parent vessel.*
- 4) *In the case of petrol-engined tenders, operation shall be in accordance with the manufacturer's instructions with due consideration to the safety requirements for the carriage of petrol contained in each part of the Code.*
- 5) *All tenders, when fitted with remote throttle controls, shall be fitted with a kill-cord, to be used at all times during navigation. A spare kill cord shall also be carried on board*

## **2.2 Interpretations**

### **2.2.1 Annex K-1(1)**

CISR's interpretation of '*fit for its intended use*' is a vessel certified to the EU Recreational Craft Directive (RCD), minimum design category 'C' (inshore), or other recognized standard covering strength and stability, including but not limited to those published by the International Standards Organization (ISO) or the American Boat and Yacht Council (ABYC).

Where no certification covering strength and stability is available, consideration may be given to acceptance based on but the individual vessel (or model) having a demonstrable record of at least five years' history of safe operation in an area where the sea and weather conditions are no less severe than those likely encountered in the intended area category of operation. A vessel not fitted with a watertight weather deck should be provided with adequate reserves of buoyancy for the vessel with its full complement of persons, stores and equipment to survive the consequences of swamping.

### **2.2.2 Annex K-1(2)**

For operation in sheltered waters and favourable weather within 3 miles of land, Cayman Registry require the following: -

- Bilge alarms where the risk of accumulation of bilge water may not be readily seen.
- One hand bilge pump and one powered bilge pump
- Portable fire-extinguishing equipment
- Fixed fire extinguishing system for engines located in a dedicated compartment/box, if not provided with a fire port and suitably sized extinguisher for the volume
- Lifejackets sized for each person, including for infants and children when carried
- 1 fixed VHF radio installation
- Handheld waterproof VHF radios for all crew
- 1 personal locator beacon
- 2 red hand flares
- 2 buoyant smoke signals
- 1 portable foghorn or claxon
- 1 boat hook
- 1 buoyant rescue quoit and line
- An efficient means of recovery of persons from the water
- A first-aid kit in a waterproof case

Additionally, for night operations the following are required: -

- Navigation lights
- Radar reflector
- GPS-plotter with AIS
- High quality binoculars (night vision function recommended)
- Waterproof electric torch
- Searchlight

## **2.3 Manning (not covered in Annex K-1)**

2.3.1 For daylight operations the minimum qualification for the driver is RYA Powerboat Level 2, or an equivalent national certificate, if applicable to the length and power of the vessel.

2.3.2 For night operations, in addition to the certificate of competency referred to in paragraph 2.3.1, the driver should hold a RYA Powerboat Advanced course completion certificate. An equivalent national training scheme may also be acceptable. A second person should be designated as a lookout.

### **3.0 AUXILIARY TENDER CERTIFICATION**

3.1 The following options are available: -

- a) A Small Commercial Vessel (SCV) Certificate issued by an approved Certifying Authority for area category 6 or more; or
- b) An 'Auxiliary Tender Statement of Compliance' issued by CISR against the REG Yacht Code Common Annex K-1, referencing the parent vessel.

3.2 The 'Auxiliary Tender Statement of Compliance' is valid for 5 years and will be annually endorsed.

3.3 A SCV Certificate may be more appropriate for vessels that are not operating solely as an auxiliary tender.

3.4 All vessels installed with inboard marine diesel engines constructed after 1st January 2000 with a power output greater than 130 kW shall have been issued with an Engine International Air Pollution Prevention (EIAPP) Certificate and a Technical File. Local authorities may request these, particularly if the vessel was not built to the EU RCD standard, or where the EU RCD is not recognized (i.e. outside the EU). However, the absence of an EIAPP certificate will not hold up the issuance of an 'Auxiliary Tender Statement of Compliance'.

### **4.0 CONTACTING US**

4.1 Registration queries should be directed to [caymanregistry@cishipping.com](mailto:caymanregistry@cishipping.com). For further information on registration services, follow [this link](#).

4.2 Technical queries should be directed to [technical@cishipping.com](mailto:technical@cishipping.com).