

Republic of the Marshall Islands

MARITIME ADMINISTRATOR

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YACHT SAFETY ADVISORY No. 08-23

To: Yacht Owners/Captains, Managers, Agents, Recognized Class Societies and Appointed Representatives

Subject: REPUBLIC OF THE MARSHALL ISLANDS YACHTS CALLING IN THE UNITED STATES

Date: 21 December 2023

1.0 Introduction

1.1 The Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) has been made aware that the United States Coast Guard (USCG) has increased its inspection activity of yachts. This Yacht Safety Advisory (YSA) is a reminder of the applicable requirements for RMI-flagged yachts planning to call on and operate in US ports and navigable waters.

2.0 Notice of Arrival

2.1 All yachts measuring 300 gross tons (GT) or more, as measured under the International Tonnage Convention, 1969, intending to operate in US navigable waters, must submit a Notice of Arrival (NOA). Refer to Title 33, Code of Federal Regulations §160.205 and specifically:

.1 §160.210, *Methods for submitting an NOA*; and

.2 §160.212, *The timing for submitting an NOA*.

2.2 Note that the NOA requirement also applies to foreign yachts with cruising licenses issued by the US Customs and Border Protection. See RMI Marine Notice (MN) [2-011-20](#) for additional information related to NOAs.

3.0 Port State Control Examinations for Foreign-flagged Yachts

3.1 In November 2015, the USCG issued [Policy Letter 15-04](#) addressing procedures for examinations of foreign yachts, including private yachts, of 300 GT or more entering the US. The Administrator has issued YSA No. [03-18](#) relating specifically to Policy Letter 15-04.

This YSA is evaluated annually by the Administrator and expires one year after its issuance or renewal unless otherwise noted, superseded, or revoked.

4.0 Minimum Safe Manning for Private Yachts

4.1 As per YSA No. [03-18](#), the Administrator does not require Private Yachts to be issued a Minimum Safe Manning Certificate (MSMC). However, owners and captains of Private Yachts must ensure that their yachts are operated by appropriately qualified officers and crew. Failure to have appropriately licensed crew on board a Private Yacht may lead to control actions being imposed by USCG Port State Control Officers (PSCOs). Therefore, Private Yacht owners may wish to obtain an RMI MSMC on a voluntary basis to satisfy USCG requirements.

5.0 Pollution Prevention and International Convention Compliance

5.1 RMI yachts must comply with the applicable Annexes of the International Convention for the Prevention of Pollution of Ships (MARPOL), 1973/1978. This includes relevant crew being familiar with the installed equipment and record keeping requirements. See MN [2-013-11](#) for details of required MARPOL surveys and documentation.

5.2 Refer to the *Yacht Compliance Matrix* ([MI-103A](#)) for the international and national certificates that yachts must carry based on their compliance level and size.

6.0 Conclusion

6.1 Non-compliance with USCG arrival reporting requirements and deviation from applicable international conventions may lead to control actions by USCG PSCOs, including issuance of deficiencies, civil penalties, and possible detention.

6.2 Please contact the Administrator at Yacht-Inspections@Register-IRI.com with any questions or concerns.