

# Republic of the Marshall Islands

## MARITIME ADMINISTRATOR

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### YACHT SAFETY ADVISORY No. 06-25

**To: Yacht Owners, Masters, Managers, Agents, Recognized Class Societies and Appointed Representatives**

**Subject: STOP-WORK AUTHORITY**

**Date: 12 December 2025**

Stop-work authority can prevent marine casualties by allowing seafarers, regardless of their position on board, to manage safety in real time by giving them the responsibility, obligation, and right to stop work that poses or creates an imminent danger to themselves, others, the ship and cargo, or the environment. The Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) has frequently determined during marine safety investigations that many yacht managers and Captains have policies and procedures granting stop-work authority to all crewmembers serving on board their ships. Unfortunately, the Administrator has identified multiple instances where stop-work authority was not implemented effectively.

For stop-work authority to be effective, crewmembers not only must be aware that they have this authority, but they must also have confidence that the authority is non-negotiable and can be exercised without fear of repercussion. Seafarers must also be as familiar with how to both issue and respond to a stop-work action or instruction as they are with their other shipboard duties.

It is recommended that yacht managers and Captains that currently have a stop-work policy and procedure:

- 1.0 review and, as necessary, revise their stop-work policy and procedure to ensure it clearly addresses the actions a crewmember:
  - 1.1 should take when initiating a stop-work action;
  - 1.2 to whom a stop-work action is addressed should take; and
  - 1.3 who initiated a stop-work action should take if the crewmember(s) to whom a stop-work action is addressed does not acknowledge the action and stop the work that was being done.

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is evaluated annually by the Administrator and expires one year after its issuance or renewal unless otherwise noted, superseded, or revoked.

- 2.0 review and, as necessary, revise their onboard training requirements to include:
  - 2.1 periodic reviews of their stop-work policy and procedures; and
  - 2.2 training scenarios to provide crewmembers an opportunity to practice exercising this authority.
- 3.0 undertake a fleet-wide safety campaign focused on ensuring crewmembers on board Company-managed ships:
  - 3.1 are aware they have stop-work authority and that they each have a responsibility for stopping work that poses or creates an imminent danger to themselves, others, the ship and cargo, or the environment;
  - 3.2 understand that stop-work authority is non-negotiable and can be exercised without fear of repercussion; and
  - 3.3 are familiar with how to issue and respond to a stop-work action or instruction.

It is also recommended that yacht managers and Captains that currently do not have a stop-work policy and procedure adopt such a policy and develop a procedure taking the above recommendations into account.