



# REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

AANWAS 53, 4704 SC ROSENDAAL  
THE NETHERLANDS

Tel: +31-165-515161

Email: yachttec@register-iri.com

## **YACHT TECHNICAL CIRCULAR**

**Circular Number: 11**

**Revision: 1**

**Page: 1 of 7**

**Date: 7 March 2024**

### **Sea Trials**

## **1.0 Introduction**

- 1.1 The Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) recognizes that it is not always practicable and reasonable for yachts undergoing sea trials to have been issued with all the required statutory certificates that confirm their compliance with international and national requirements.
- 1.2 This Circular provides:
  - .1 the conditions under which an RMI-registered yacht may undertake technical and delivery sea trials, while not fully compliant with RMI [Maritime Regulations](#) (MI-108) §2.11.3; and
  - .2 the process for obtaining a temporary authorization from the Administrator to proceed to sea for such trials.
- 1.3 The purpose of the Administrator authorizing a yacht to conduct a sea trial is to ensure that it is fit to complete the voyage safely and is in substantial compliance with applicable requirements for foreign-flagged vessels in the local jurisdiction.

## **2.0 Applicability**

This Circular applies only to yachts with a valid RMI Certificate of Registry or RMI Construction Certificate of Registry (Construction CoR , ([MI-200C](#))<sup>1</sup>).

## **3.0 Authorization for Sea Trials**

### **3.1 Administrator Authorization**

- .1 Before the intended sea trials, the owner, management, or shipyard must seek authorization from the Administrator to perform the sea trial voyages. Refer to §4.0, below for the information that must be provided to the Administrator.
- .2 Authorizations are only valid for a limited period and for a single sea trial voyage departing from and directly returning to the shipyard, unless

---

1. The owner and shipyard of a yacht without a valid RMI CoR is responsible for undertaking the sea trials and making the necessary arrangements with the local jurisdiction.

## **YACHT TECHNICAL CIRCULAR**

**Circular Number: 11**

**Revision: 1**

**Page: 2 of 7**

**Date: 7 March 2024**

determined otherwise by the Administrator.

- .3 A sea trial can only be undertaken by yachts holding a valid Construction CoR. A certificate may contain remarks specifying any imposed restrictions, as determined by the Administrator.

### **3.2 Manning**

Yachts undergoing sea trials must be appropriately manned with qualified crew. RMI endorsements are not required for the sea trial crew; however, they must be issued with the appropriate documentation in accordance with local regulations and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), where applicable.

### **3.3 Insurance**

Before undergoing any sea trial, a yacht must have in place insurance or other financial security to cover liabilities under the Nairobi International Convention on the Removal of Wrecks, 2007 (the “Wreck Removal Convention”)<sup>2</sup> and the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (the “Bunker Convention”)<sup>3</sup>, as applicable.

- .1 For a yacht undergoing sea trials and holding a valid RMI Construction CoR where the shipyard is the owner, proof of insurance or other financial security may be provided by the shipyard.
- .2 For a yacht undergoing sea trials and holding a valid RMI Construction CoR where the shipyard is not the owner, the Administrator may accept proof of insurance or other financial security from the registered owner, or from the shipyard on a case-by-case basis, provided that all liabilities under the applicable conventions are covered by the shipyard for that yacht. Refer to §4.5, below.
- .3 Shipyard building contracts or guarantees that clearly cover liabilities under the applicable conventions during sea trials are acceptable forms of financial security for a yacht while it is holding a valid RMI CoR.

---

2. See RMI Marine Notice (MN) [2-011-45](#).

3. See RMI MN [2-011-27](#).

## **YACHT TECHNICAL CIRCULAR**

**Circular Number: 11**

**Revision: 1**

**Page: 3 of 7**

**Date: 7 March 2024**

### **4.0 Required Information**

The following documentation must be emailed to [yachttec@register-iri.com](mailto:yachttec@register-iri.com) for the Administrator to issue a letter of authorization for a sea trial:

- 4.1 A completed report from the Recognized Organization (RO), as per the **Appendix** to this Circular, confirming that a survey, as per the **Appendix** to this Circular, has been carried out and that the yacht is “Fit for Purpose” to undertake the intended sea trials.
- 4.2 A written confirmation from the local coastal State authority, that there is no objection for the yacht to undertake the intended trials, if applicable.
- 4.3 A Letter of Request (e-mail is acceptable) outlining the following:
  - .1 project-built number or name of the yacht;
  - .2 date of the survey carried out;
  - .3 port of departure and arrival;
  - .4 date of departure and arrival; and
  - .5 information on voyage planning.
- 4.4 A copy of the Application for Minimum Safe Manning Certificate ([MI-336Y](#)), only if a Minimum Safe Manning Certificate is required by the local coastal State authorities.
- 4.5 Proof of insurance or other financial security to cover liabilities under the Wreck Removal Convention and Bunker Convention, as applicable. The proof must include valid start and end dates for the policy or coverage term and must meet the requirements of the [Maritime Regulations](#) §2.23.2.
  - .1 For a yacht over 300 gross tons, proof of insurance or other financial security to cover liabilities under the Wreck Removal Convention. See MN [2-011-45](#).
  - .2 For a yacht over 1,000 gross tons, proof of insurance or other financial security to cover liabilities under the Bunker Convention. See MN [2-011-27](#).
  - .3 For a pleasure yacht,<sup>4</sup> a copy of third party liability and hull and machinery insurance evidencing coverage of the above, as applicable. See §3.3.2, above.

---

4. A pleasure yacht means a private yacht as defined in the [Maritime Regulations](#), §1.03.18.

## **YACHT TECHNICAL CIRCULAR**

**Circular Number: 11**

**Revision: 1**

**Page: 4 of 7**

**Date: 7 March 2024**

### **5.0 Authorization Letter and Documentation for Sea Trial**

If the information required in this Circular is provided, and the underlying requirements are met, the Administrator will issue the following documents to the yacht owner for the intended sea trials:

- 5.1 Authorization letter to undertake sea trials;
- 5.2 Wreck Removal Liability Certificate, if applicable;
- 5.3 Civil Liability Bunker Certificate, if applicable;
- 5.4 Minimum Safe Manning Certificate, if applicable; and
- 5.5 Radio Station License Temporary Authorization (TA).

## **YACHT TECHNICAL CIRCULAR**

**Circular Number: 11**

**Revision: 1**

**Page: 5 of 7**

**Date: 7 March 2024**

### **APPENDIX**

This appendix serves as a minimum survey guidance for the RO surveyor to verify if the yacht has been found to be “Fit for Purpose” to undertake the intended sea trials.

Unless expressly authorized otherwise by the Administrator, the verification will be carried out for each single sea trial voyage only and must contain the following minimum information:

- a. project number or name of the yacht;
- b. shipyard name and location;
- c. date of verification;
- d. date of intended sea trial; and
- e. confirmation that the yacht was found to be fit for the intended voyage after having successfully verified the items listed in this Appendix.

The following items must be verified by and to the satisfaction of the attending RO surveyor. Where the surveyor finds non-conformities or non-compliance during the survey, the RO must contact the Administrator for further guidance.

The completed document must be submitted to the Administrator prior to commencement of the intended sea trials.

Shipyard / builder:	Location:
Project Number or Yacht Name:	IMO Number:
Sea Trial date (dd/mm/yyyy) – Commencing:	Sea Trial date (dd/mm/yyyy) – Concluding:
Number of Crew:	Number of total persons onboard:

<b>Part A:</b>	<b>Check</b>
<b>Fire Safety and Structural Fire Protection:</b>	
Fire and safety plan including muster list are posted in the appropriate locations.	<input type="checkbox"/>
Operational test of general alarm.	<input type="checkbox"/>
Visual examination of fixed fire extinguishing system, including service report.	<input type="checkbox"/>
Availability of sufficient portable fire extinguishers.	<input type="checkbox"/>
Visual examination and operational test of fire doors.	<input type="checkbox"/>
Operational test of fire detection and alarm system (at random).	<input type="checkbox"/>
Availability of sufficient approved firefighters’ outfits.	<input type="checkbox"/>

## YACHT TECHNICAL CIRCULAR

**Circular Number: 11**

**Revision: 1**

**Page: 6 of 7**

**Date: 7 March 2024**

Visual examination and operational test of fire mains, pumps and hydrants, including emergency fire pump.	<input type="checkbox"/>
Visual examination of structural fire protection.	<input type="checkbox"/>
Visual examination and operational test of emergency lighting, emergency exits, escape routes, doors and hatches.	<input type="checkbox"/>
<b>Lifesaving Appliances:</b>	
Examination of sufficient capacity of life saving appliances for all persons intended to take part of the sea trials.	<input type="checkbox"/>
Visual examination and operational test of lifeboats and launching equipment (if provided).	<input type="checkbox"/>
Visual examination and operational test of an approved rescue boat or other alternative installed including launching arrangement.	<input type="checkbox"/>
Visual examination of life rafts, (launching) equipment and hydrostatic release systems.	<input type="checkbox"/>
Availability of a line-throwing appliance and sufficient distress pyrotechnic equipment.	<input type="checkbox"/>
<b>Structural Integrity, Subdivision, and Stability:</b>	
Visual examination and operational test (if applicable) of WT bulkheads and doors.	<input type="checkbox"/>
Lightweight/stability test carried out and stability calculation approved by the RO and verified appropriate for the sea trial.	<input type="checkbox"/>
Visual verification that applicable hull, window and porthole openings are properly closed.	<input type="checkbox"/>
<b>Machinery:</b>	
Operational test of bilge system and pumps (ER/forepeak/alarms).	<input type="checkbox"/>
Operational test on engine alarms and stops.	<input type="checkbox"/>
Operational test of emergency source of electrical power.	<input type="checkbox"/>
Visual examination and operational test of emergency steering gear.	<input type="checkbox"/>
Operational test of remote control for SOS valves.	<input type="checkbox"/>
<b>Deck and Navigation Equipment:</b>	
Visual examination of anchor gear.	<input type="checkbox"/>
Operational test of communication between bridge/ER/emergency steering gear/emergency telegraph (telephone lists available).	<input type="checkbox"/>
Operational test of navigation systems and all associated equipment.	<input type="checkbox"/>
Availability of sufficient approved and appropriate nautical charts and nautical publications for the intended area of sea trial.	<input type="checkbox"/>
Availability of a SART and properly programmed EPIRB.	<input type="checkbox"/>
Visual examination and operational test of navigation lights and shapes in accordance with COLREG.	<input type="checkbox"/>

## **YACHT TECHNICAL CIRCULAR**

**Circular Number: 11**

**Revision: 1**

**Page: 7 of 7**

**Date: 7 March 2024**

Report from an RO-approved radio service provider confirming that the GMDSS radio installation and associated equipment has been tested and is fully operational for the intended sea area.	<input type="checkbox"/>
<b>Other:</b>	
Availability of sufficient and appropriate medical equipment and medicines for the intended sea trial.	<input type="checkbox"/>
If overnight sea trials, appropriate accommodation berths, catering, and sanitary services available.	<input type="checkbox"/>
Sanitary facilities including flushing toilets, hand washing/ drying facilities services (with soap, hot and cold running water).	<input type="checkbox"/>
Operational limitations imposed by the RO or Administrator as part of meeting the sea trial requirements have been correctly transposed and prominently displayed in appropriate locations.	<input type="checkbox"/>

<b>Part B:</b>
Additional remarks by surveyor:

<b>Part C: Statement of Confirmation (SoC)</b>		
Undersigned surveyor confirms that, for the purpose of the intended sea trials, the yacht has been found to be*:		
Fit to proceed to sea <input type="checkbox"/>	Not fit to proceed to sea** <input type="checkbox"/>	
Name RO Surveyor:	Date:	Stamp:
Signature:		

\* Mark as appropriate

\*\* State reason in "Additional remarks by surveyor – Part B"

\*\*\*