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MARINE CIRCULAR 01/2026

Virgin Islands Registered Yachts Engaged in Trade

This Circular is intended for: Owners, Managers, Operators and Masters of Virgin Islands Registered Yachts.

Summary

This Marine Circular sets out the procedure for a pleasure yacht registered in the Virgin Islands to obtain Yacht Engaged in Trade (YET) certification. This certification includes a Yacht Engaged in Trade Certificate of Compliance and temporary Certificate(s) of British Registry for a Yacht Engaged in Trade enabling a yacht to charter up to 84 days per calendar year in EU waters.

This Circular was issued on 26th May 2026.

1 Application

This Marine Circular is applicable to Virgin Islands registered pleasure yachts which seek to charter in EU waters which are in Free Circulation, have a VAT paid status or operate under Temporary Admission regime in EU waters. Yachts must fully comply with this Marine Circular, the Red Ensign Group, (REG) Yacht Code and all other applicable national and international requirements.

This Marine Circular defines the technical requirements necessary to qualify as a Yacht Engaged in trade and includes four annexes as follows:

- Annex 1 Relevant parts of the REG Yacht Code which must be complied with for a Virgin Islands Yacht Engaged in Trade
- Annex 2 Master's Declaration for a Yacht Engaged in Trade
- Annex 3 Example of a Yacht Engaged in Trade Certificate of Compliance
- Annex 4 Example of a Temporary Certificate of British registry for a Yacht Engaged in Trade

2 Definitions

For the purposes of this Marine Circular;

‘Administration’ means the Virgin Islands Shipping and Maritime Authority,

‘Classed Yacht’ means a yacht that has been issued with and maintains a valid Certificate of Class for hull and machinery issued by a recognised Classification Society,

‘Classification Society or Class’ means a non-governmental organisation that establishes and applies technical standards in relation to the design, construction and survey of marine vessels,

‘Free Circulation’ when referring to a yacht means that the yacht has fulfilled all import formalities, has a VAT paid status or is VAT paid de facto in accordance with the Union Customs Code and EU regulations, conferring the same a Union Good status,

‘Initial Inspection’ means an initial inspection carried out by the Virgin Islands Shipping and Maritime Authority to verify that the condition of the yacht and its equipment meet the requirements of this Marine Circular and that the yacht is fit for its intended use.

‘REG Yacht Code’ means the ‘Code of Practice for the Safety of Large Commercial Sailing and Motor Vessels’ published by the Red Ensign Group, as amended.

‘Length’ means length as determined in accordance with the International Convention on Load Lines.

‘Pleasure Yacht’ means a vessel which, at the time it is being used, is:

- (i) (A) in the case of a vessel wholly owned by an individual or individuals used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or
(B) in the case of a vessel owned by a body corporate, one on which the person on the vessel are employees, officers or shareholders (including beneficial owners of shares) of the body corporate, or their immediate family or friends; or
(C) in the case of a vessel owned by a trust or other ownership arrangement, one on which the persons on the vessel are beneficiaries under the trust or beneficial owners of the ownership arrangement, or their immediate family; and
- (ii) in Pleasure use.

Note that in this definition ‘immediate family’ means, in relation to an individual, the husband or wife of the individual, or a relative of the individual, or of the individual’s husband or wife; ‘relative’ means brother, sister, ancestor or lineal descendant; ‘owner’ includes the charterer and ‘Pleasure use’ means that the vessel is used on a pleasure voyage or excursion, and during such use is not engaged in trade by transporting merchandise or carrying passengers for reward or remuneration.

‘Pre-Registration Vetting’ means an assessment carried out by the Administration to determine whether the yacht, any yacht management company and the owner meet the requirements for registration in Virgin Islands.

‘Temporary Certificate of British Registry for a Yacht Engaged in Trade’ means the temporary Certificate of British Registry for Yacht Engaged in Trade that is issued by the Administration

each time the pleasure yacht engages in trade activities for a period not exceeding 84 days per year. The Temporary Certificate of British Registry for a Yacht Engaged in Trade will supersede and suspend the Pleasure Certificate of British Registry during its validity dates which shall coincide with the dates of each charter agreement or period of commercial promotion.

‘Owner / Owing Company’ means the registered owner of the yacht or the company owning the yacht as the case may be.

‘Ultimate Beneficial Owner’ means the natural person(s) who ultimately owns or controls the company owning the yacht, in accordance with the Anti-Money Laundering and Terrorist Financing Code of Practice 2008, as amended from time to time.

“Union Goods” are either (i) goods wholly obtained in the customs territory of the Union, (ii) goods brought into the customs territory of the Union and released for free circulation.

‘Yacht Engaged in Trade Certificate of Compliance’ means a national certificate that confirms that the yacht has been surveyed and found compliant with the content of this Marine Circular and applicable requirements of the REG Yacht Code.

‘Yacht Engaged in Trade’ means a pleasure yacht of over 24 metres in load line length, registered as a pleasure yacht in the Virgin Islands, in class, which has obtained and maintains a Yacht Engaged in trade Certificate of Compliance that is eligible to obtain temporary Certificate(s) of British Registry as a Yacht Engaged in Trade, and therefore may engage in up to 84 days charter per calendar year. The yacht shall carry no more than 12 passengers whilst engaged in trade.

‘Yacht Engaged in Trade Compliance Verification Inspection’ means the (initial, annual or renewal) inspection(s) carried out by the Virgin Islands Shipping and Maritime Authority to confirm that the condition of the yacht and that the certificates issued to the crew and the yacht are in compliance with the applicable sections of the REG Yacht Code and international conventions as applicable to Yacht Engaged in trade registered yachts.

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1.0 BACKGROUND TO THE YACHT ENGAGED IN TRADE DEVELOPMENT

1.1 The switching regimes allowing commercial yachts to switch from commercial registration to pleasure registration and vice versa under certain conditions has come to an end in France / Monaco for non-VAT paid yachts and has become more challenging in other EU jurisdictions.

1.2 At present, the Virgin Islands Shipping and Maritime Authority offer yachts two means of registration, full registration 'pleasure' and full registration 'commercial'. The Yacht Engaged in Trade program has been developed as a new dual use program to offer a third means of registration for commercially compliant yachts. This is to allow owners the flexibility to operate their yacht privately while retaining the option to charter their yacht for up to 84 days per year while complying with EU VAT and Port State Control requirements.

1.3 Yachts meeting the requirements of this Marine Circular will be issued with a Virgin Islands Yacht Engaged in Trade Certificate of Compliance and temporary Certificate(s) of British Registry for a Yacht Engaged in Trade covering the charter periods or periods of commercial promotion. These certificates authorize yachts to charter for up to 84 days per calendar year in European (EU) waters.

1.4 Yachts wishing to engage in trade activities are required to be in compliance with the applicable sections of the REG Yacht Code and this Marine Circular.

2.0 ADVANTAGES APPLICABLE TO YACHTS ENGAGED IN TRADE

2.1 Ultimate Beneficial Owners can privately use their yacht without losing the option to charter the yacht on an occasional basis to offset the annual running costs.

2.2 Eliminates the need for switching between pleasure and commercial registration every time the yacht is to change its mode of operation and use.

2.3 Eliminates the need to proceed through export / import formalities and the need to leave the EU and visit a third country port each time the yacht is to switch between pleasure and commercial use.

2.4 Ultimate Beneficial Owners do not need to sign a charter agreement when using their own yacht on a private basis.

2.5 Ultimate Beneficial Owners do not need to pay VAT on their own use.

2.6 No risk of substantial penalties for extensive pleasure use.

2.7 VAT Exemption is available on works for non-VAT paid yachts (inward processing relief regime).

2.8 During the 18-month Temporary Admission allowance period a yacht which is operated under the Yacht Engaged in Trade program could be used either on a purely private basis or on Trade provided that the conditions highlighted in this Marine Circular are complied with without requiring any further Customs formalities. (No limitation periods apply for yachts which have a VAT paid status or are in Free Circulation).

3.0 ELIGIBILITY FOR A YACHT ENGAGED IN TRADE

3.1 The yacht must be 24 metres or more in length (load line).

3.2 The yacht must be in possession of a Virgin Islands Pleasure Certificate of British Registry.

3.3 The yacht must successfully undergo an initial Compliance Verification survey in accordance with section 7 of this Marine Circular.

3.4 The yacht must comply fully with the requirements of the relevant chapters of the REG Yacht Code as required in the attached Annex 1.

3.5 The yacht must be classed by a Classification Society recognised by the Administration.

3.6 The yacht must operate in full commercial compliance at all times, whether engaged in trade or not; including full commercial compliance with all applicable national requirements and International Conventions including:

- a. The Maritime Labour Convention (MLC 2006);
- b. The REG Yacht Code;
- c. The International Convention for the Prevention of Pollution from Ships (MARPOL);
- d. The International Safety Management (ISM) Code;
- e. The International Ship and Port Facility Security (ISPS) Code.

3.7 Yachts with a gross tonnage of less than 500 GRT shall implement a Safety Management System as per the requirements of Chapter 23A of the REG Yacht Code. There is no requirement for a yacht under 500 GRT to engage the services of a shore-based company or Designated Person Ashore however lines of communication between personnel ashore and afloat shall be clear and documented.

3.8 The yacht must have a documented planned maintenance system for all identified critical equipment.

3.9 The yacht must hold a valid International Load Line Certificate issued by Class in accordance with the REG Yacht Code for at least a short-range yacht.

3.10 The yacht must be issued a with a Virgin Islands Yacht Engaged in Trade Certificate of Compliance and temporary Certificate(s) of British Registry for a Yacht Engaged in Trade covering each charter period or period of commercial promotion.

4.0 SAFE MANNING APPLICABLE TO YACHTS ENGAGED IN TRADE

4.1 Prior to being surveyed under sections 6 and 7 of this Marine Circular, the yacht must apply for, and be issued with a Minimum Safe Manning Document, which will specify the agreed manning levels and qualifications required for safe operations. These minimum manning levels must be met and maintained for the duration of the Yacht Engaged in Trade Certificate of Compliance.

5.0 LIMITATIONS APPLICABLE TO YACHTS ENGAGED IN TRADE

5.1 Whilst engaged in trade and operating under a temporary Certificate of British Registry as a Yacht Engaged in Trade, yachts are subject to any operational limitation included in the Yacht Engaged in Trade Certificate of Compliance.

5.2 Commercial operations / charters are limited to a maximum of 84 days per calendar year.

5.3 A maximum of 12 passengers may be carried.

5.4 Charter departures are currently limited to Monaco, French and Greek waters for non-VAT paid yachts. Local advice must be sought before starting charters under the Yacht Engaged in Trade program from any EU country as some specific requirements might apply, changes arise and new countries added to the above list.

5.5 Charters can be signed only with individuals who are not residents in the Customs territory of the European Union or with companies not established within the Customs territory of the European Union whose Ultimate Beneficial Owner(s) is/are non-EU resident(s) (the 'Main Charterer') unless the yacht is VAT paid.

5.6 The 'Main Charterer', who is the person who will assume the costs of the charter while on board and who will be considered as the main user of the yacht during the charter, shall be a non-EU resident.

5.7 Subject to the above conditions in paragraphs 5.5 and 5.6 being fulfilled, EU resident guests are permitted to be on board provided that the 'Main Charterer' is also physically on board.

5.8 Owner's pleasure use is not allowed during the period of validity of the temporary Certificate(s) of British Registry for a Yacht Engaged in Trade.

5.9 A signed Master's Limited Trade Declaration for a Yacht Engaged in Trade shall be made and retained for inspection on board.

5.10 Yachts certified as Yachts Engaged in Trade are not entitled to apply for any VAT exemptions on fuel or supplies.

6.0 APPLICATION PROCEDURE FOR YACHT ENGAGED IN TRADE CERTIFICATION

6.1 The registered owner of the yacht must submit registration application form and complete the applicable Yacht Engaged in Trade declaration.

6.2 The yacht owner, manager or representative shall submit all applicable documentation to the Administration for Pre-Registration Vetting.

6.3 If not already in possession of a REG Yacht Code Compliance Certificate, the yacht must successfully undergo an initial Compliance Verification survey in accordance with section 7 of this Marine Circular upon which a Yacht Engaged in Trade Certificate of Compliance shall be issued.

6.4 The yacht owner shall arrange for the yacht to be placed under the appropriate Customs regime.

6.41 The yacht must therefore either:

- a. Be in possession of a Value Added Tax (VAT) paid certificate or other document proving that the yacht has a VAT paid status or is in free circulation; or
- b. Operate in EU waters under the Temporary Admission (TA) regime in accordance with EU regulations which allows the yacht to enter and stay in EU waters for a period of up to 18 months without being liable to pay VAT on the hull unless the yacht is placed under a new Customs regime. This option is only available to yachts ultimately owned by non-EU residents and owned by non-EU Companies.

7.0 SURVEY AND CERTIFICATION FOR A YACHT ENGAGED IN TRADE

7.1 For yachts to be issued with a Yacht Engaged in Trade Compliance Certificate they must:

7.1.1 Be surveyed by the Administration, if not already holding a valid REG Yacht Code Certificate, to confirm:

7.1.1.1 That a record of safety equipment for the yacht, which accurately details the yacht and its equipment, has been issued;

7.1.1.2 That the yacht has been surveyed and found compliant with all applicable elements of the REG Yacht Code and all other national and international requirements as applicable;

7.1.1.3 That the yacht has been surveyed and found compliant with all elements of the Maritime Labour Convention 2006, and has been issued with a Maritime Labour Certificate and DMLC Part I (if applicable);

7.1.1.4 The appointed shipowner has completed and submitted a DMLC Part II to the Administration (if applicable);

7.1.1.5 That the signed Master's Limited Trade Declaration for a Yacht Engaged in Trade is available on board;

7.1.1.6 That the yacht holds a valid Certificate of Class from a Classification Society recognised by the Administration;

7.1.1.7 That the yacht holds a valid International Load Line Certificate, issued in accordance with the Large Yacht for at least a short-range yacht; and

7.1.1.8 That all other statutory certification as applicable to Yachts Engaged in Trade is available on board.

7.2 Before the commencement of each charter, the Pleasure Yacht Certificate of British Registry shall be removed from the yacht's certificate folder and filed in a safe location on board. The following documents shall be added to the yacht's certificate folder:

- a. Yacht Engaged in Trade Certificate of Compliance,
- b. Temporary Certificate of British Registry for a Yacht Engaged in Trade,
- c. Charter Agreement,

At the end of each charter the above documents shall be removed from the certificate folder and filed together in a safe location on board. The Pleasure Yacht Certificate of British Registry shall also be returned to the yacht's certificate file.

8.0 CONDITIONS FOR MAINTAINING YACHT ENGAGED IN TRADE STATUS

8.1 To maintain Yacht Engaged in Trade status the yacht must:

8.1.1 Not be used as a pleasure yacht by the ultimate beneficial owner during the period of validity of the temporary Certificate(s) of British Registry for a Yacht Engaged in Trade;

8.1.2 Carry on board the temporary Certificate(s) of British Registry for a Yacht Engaged in Trade issued by the Administration for the duration of the charter or for the commercial promotion period as applicable. Whilst operating under the temporary Certificate of British Registry for Yacht Engaged in Trade, the temporary certificate will supersede the Pleasure Certificate of British Registry for the duration of the temporary certificate's validity.

8.1.3 Maintain a valid Yacht Engaged in Trade Certificate of Compliance by complying at all times with the REG Yacht Code as applicable to Yachts Engaged in Trade and all other national and international requirements as applicable, whether or not the yacht is engaged in trade;

8.1.4 Undergo Annual Compliance Verifications to verify that the yacht; its crew and certification issued to the yacht is compliant with the requirements with the REG Yacht Code and any international conventions, as applicable;

8.1.5 Maintain on board the original Master's Limited Trade Declaration for a Yacht Engaged in Trade wherein the Master has acknowledged his/her understanding of the operational controls and limitations imposed.

8.2 The Administration may cancel with immediate effect a temporary certificate of British Registry for a Yacht Engaged in Trade or a Yacht Engaged in Trade Certificate of Compliance if it is satisfied that any of the requirements or conditions contained in this Circular are not being met.

9.0 PORT STATE CONTROL AND YACHTS ENGAGED IN TRADE

9.1 Pleasure yachts holding a Yacht Engaged in Trade Certificate of Compliance and operating under temporary Certificate(s) of British Registry for a Yacht Engaged in Trade should expect to be considered by Port State Control authorities as ‘commercial yachts’ and subject to inspection and control measures under the Paris Memorandum of Understanding.

Managing Director

Virgin Islands Shipping and Maritime Authority

For More Information

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ANNEX 1 - ELEMENTS OF THE LARGE YACHT CODE APPLICABLE TO YACHTS ENGAGED IN TRADE

SECTION	TITLE	YACHTS <500GT	YACHTS ≥500GT
4	Construction & Strength	✓	✓
5	Weathertight Integrity	✓	✓
6	Water Freeing Arrangements	✓	✓
7A	Machinery (<500 GT)	✓	
7B	Machinery (≥500GT)		✓
8A	Electrical installations (<500 GT)	✓	
8B	Electrical installations(≥500GT)		✓
9A	Steering gear (<500 GT)	✓	
9B	Steering gear(≥500GT)		✓
10A	Bilge pumping (<500 GT)	✓	
10B	Bilge pumping(≥500GT)		✓
11	Stability	✓	✓
12	Freeboard	✓	✓
13	Lifesaving appliances	✓	✓
14	Fire safety	✓	✓
14A	Structural fire protection (<500 GT)	✓	
14B	Structural fire protection (≥500GT)		✓
15A	Fire appliances (<500 GT)	✓	
15A	Fire appliances (≥500GT)		✓
16	Radio	✓	✓
17	Navigation Lights, Shapes and Sound Signals	✓	✓
18	Navigational Equipment and Visibility from Wheelhouse	✓	✓
19	Miscellaneous Equipment	✓	✓
20	Anchors & Cables	✓	✓
21	Accommodation and Recreational facilities	✓	✓
22	Protection of Personnel	✓	✓
23A	Safety management (<500 GT)	✓	
23B	Safety management (≥500GT)		✓
24	Manning, Certification and Hours of Work	✓	✓
25	Helicopter landing areas	✓	✓
26	Operational Readiness, Maintenance, and Inspections	✓	✓
27	Medical Care and Carriage of Medical Stores	✓	✓
28	Ship-Shore Transfer of Personnel	✓	✓
29	List of Certificates to be Issued	✓	✓
30	Survey, Certification and Accident Investigations	✓	✓
31	International Ship and Port Facility Code		✓

Where an existing vessel does not meet the standards of the Large Yacht Code the Administration should be contacted to consider whether any equivalent standards may be accepted.

ANNEX 2- SAMPLE MASTER’S LIMITED TRADE DECLARATION FOR A YACHT ENGAGED IN TRADE

This declaration shall be signed by the Master and retained on board as per Section 8 of the Virgin Islands Marine Circular 01/2026 as amended.

1. I acknowledge that the vessel shall be operated to full commercial compliance at all times, whether engaged in trade or not.
2. I acknowledge that the vessel will be able to operate as a Yacht Engaged in Trade for the duration of a charter or for a commercial promotion period only once the below listed documents have been issued and provided on board:
 - 2.1.1 A Yacht Engaged in Trade Certificate of Compliance
 - 2.1.2 A valid charter contract or statement for the commercial promotion period
 - 2.1.3 A temporary Certificate of British Registry for a Yacht Engaged in Trade
3. I acknowledge whilst operating as a Yacht Engaged in Trade, charter activities are limited to a maximum of 84 days per calendar year and private use by the owner is not allowed.
4. I acknowledge that a maximum of 12 passengers or guests can be carried whilst the yacht is at sea and is operating as a Yacht Engaged in Trade
5. I acknowledge that charters may only be started in the European countries as stated in the Virgin Islands Marine Circular 01/2026 as amended.
6. I acknowledge that whilst engaged in trade, the vessel is limited to operating to a maximum distance of ---- nm from a safe haven.

Name of Master:	Passport or BVI Endorsement Number:
Name of Vessel:	IMO Number:
Official Number:	Date:
Vessel Stamp & Master’s Signature:	

ANNEX 3 – SAMPLE YACHT ENGAGED IN TRADE CERTIFICATE OF COMPLIANCE

(YET COC /)

Issued pursuant to
Marine Circular 01/2026
under the authority of the Government of the Virgin Islands by
THE VIRGIN ISLANDS SHIPPING AND MARITIME AUTHORITY

PARTICULARS OF SHIP

NAME OF SHIP	
OFFICIAL NUMBER	
PORT OF REGISTRY	
GROSS TONNAGE	
LOAD LINE LENGTH (<i>meters</i>)	

THIS IS TO CERTIFY:

1. that the vessel has been surveyed in accordance with the Merchant Shipping (Safety of Commercial Sailing and Motor yacht Vessels) Regulations 2004, as applicable to a Yacht Engaged in Trade (YET);
2. that the vessel has been found to comply with the requirements of the Code of Practice (as amended);
3. that the total number of persons for which life-saving appliances are provided is ;
4. that the vessel was surveyed on .
5. that all certificates held under the SOLAS, Load Line and STCW Conventions are issued as an equivalent arrangement in accordance with SOLAS I/5 and Load Line Article 8 and STCW Article 9 as notified to IMO by letter reference XQ126736 dated 23 February 2024.
6. that the private registered yacht is authorized to engage in trade for up to 84 days per calendar year, during which such charter periods or commercial promotion periods will be covered by a valid temporary Certificate of British Registry for a Yacht Engaged in Trade (temp COBR YET) issued and maintained on board.

This Certificate is valid, unless previously cancelled, until subject to:

- a) the vessel, its machinery and equipment being efficiently maintained;
- b) annual verifications, and manning complying with the Code of Practice, and the following conditions:

The vessel may not engage in trade unless it has been issued with a temporary Certificate of British Registry for a Yacht Engaged in Trade.

Helicopter operations are subject to valid helideck certification as per REG Code Common Annex H.

ISSUED AT:

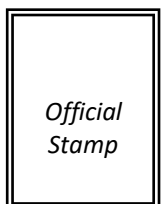
(Place of issue of certificate)

DATE OF ISSUE:

.....

SIGNED:

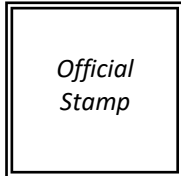
(Signature of authorized official)



ENDORSEMENT FOR ANNUAL COMPLIANCE VERIFICATIONS

NOTE: Annual verifications should be carried out within a three-month period either side of the anniversary date of the certificate expiry date as recorded overleaf:

1ST ANNUAL SURVEY



Signed:
(Signature of authorized official)

Place:

Date:

2ND ANNUAL SURVEY

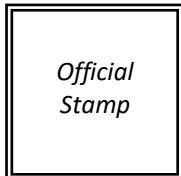


Signed:
(Signature of authorized official)

Place:

Date:

3RD ANNUAL SURVEY

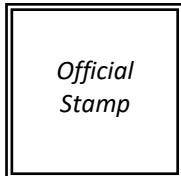


Signed:
(Signature of authorized official)

Place:

Date:

4TH ANNUAL SURVEY



Signed:
(Signature of authorized official)

Place:

Date:

ANNEX 4–SAMPLE TEMPORARY CERTIFICATE OF BRITISH REGISTRY FOR A YACHT ENGAGED IN TRADE



VIRGIN ISLANDS SHIPPING AND MARITIME AUTHORITY
CERTIFICATE OF BRITISH REGISTRY



(Temporary certificate of British Registry for a yacht engaged in trade)



PARTICULARS OF THE SHIP

<i>Ship's name</i>	<i>Port of registry</i>	<i>Year No.</i>	<i>Official No.</i>
<i>Built at</i>	<i>Keel laying date</i>	<i>IMO No.</i>	<i>Call sign</i>
<i>Type of ship</i>	<i>Description of the ship</i>		

PARTICULARS OF PROPELLING ENGINES

<i>Engine Serial Number</i>	<i>Engine Manufacture Date</i>	<i>No. of Engines / Shafts</i>	<i>No. of Cylinders per set</i>
<i>Engine Builder's Name and Address</i>		<i>Description of engines</i>	<i>Total Power (kW)</i>

TONNAGES AND PRINCIPAL DIMENSIONS

<i>Gross tonnage GT</i>		<i>Net tonnage NT</i>	
<i>Alternative Tonnage where vessel is under 24m in length and ITC 69 GT and NT are not assigned</i>			

<i>Registered length (m)</i>	<i>Length overall (m)</i>	<i>Breadth (m)</i>	<i>Depth (m)</i>

OWNERSHIP

<i>Name and Address of Owner(s)</i>	<i>Shares/64</i>

REGISTRY

<i>Date of registry in the British Virgin Islands</i>	<i>Date of issue of this certificate</i>	<i>Date of expiry of this certificate</i>

THIS IS TO CERTIFY THAT the vessel above is registered in the Virgin Islands register of ships.

.....
 This certificate does not have the effect of proving ownership or title to the property in the ship and it does not indicate any mortgages or other encumbrances that might be registered against the ship. For information on these please contact the registrar.

Virgin Islands Shipping and Maritime Authority
 1st Floor Ritter House, Wickhams Cay II
 Road Town, Tortola
 British Virgin Islands

Email: vishipping@bvimaritime.vg
 Web: bvimaritime.vg



Note: This certificate allows the private-registered yacht to charter for the duration of the validity of this Temporary Certificate of British Registry for a Yacht Engaged in Trade, which period cannot be greater than 84 days per calendar year, subject to compliance with Marine Circular 01/2026, the Large yacht code and international and national regulations as applicable to Yachts Engaged in Trade.
 This Temporary Certificate of British Registry and all rights and privileges accorded hereunder, shall remain valid through to the expiration date stated above, provided it is accompanied with a valid Yacht Engaged in Trade Certificate of Compliance. During the period of validity of this Temporary Certificate of British Registry for a Yacht Engaged in Trade, any previous certificate of registry issued to the yacht is invalid for the time period stated above.