

MCA Coding and Management

MCA Coding, as it is known, basically means bringing your yacht into compliance with the MCA code of practice for small commercial vessels (under 24m load line length) it's the way that the British government have chosen to impose certain safety standards on British registered yachts that are engaged in commercial activity. If you want to charter your yacht or become commercially registered on the British registry you must be MCA coded. Of course this MCA standard is recognised worldwide so becoming coded is open to any yacht of any flag and is often done by private owners looking for guidance on safety standards aboard.

DIYachting

At DiYachting we have been assisting owners with their MCA and MLC certification for many years and have handled many boats of all sizes up to 25m. This experience will give you the confidence to go ahead with your coding safe in the knowledge that you will find out any hurdles early in the process and we can plan solutions together before you commit to expensive surveyor visits. We have a 100% first inspection pass rate on the boats we have prepped for coding and have an extensive list of contacts enabling any necessary equipment to be purchased quickly and easily, shipped to the boat and installed. We can arrange works that need to be done with local contractors and visit to inspect their work has been done correctly prior to the surveyors visit.

Doing your coding with us makes a complicated process stress free, quick and easy.

What does MCA coding involve

The coding process can seem to be a long drawn out complicated process for the uninitiated, the "code" is a huge document and not the best bedtime read you've ever had. Getting your yacht up to scratch often involves modifications and will definitely involve new safety gear or having the stuff you have serviced. Once the boat is up to spec you need to get an MCA surveyor to come and survey the boat, he will then tell you if there is anything else you need to do and will then come back once its all done and check on your modifications before sending the forms off to the MCA.

How Can we help

We have been coding vessels of all sizes up to 25m for many years and have a extensive knowledge of the MCA code and can interpret it quickly and easily to help get your boat a certificate. We have a package of MCA prep that gets everything ready for you and the surveyors visit, we know the surveyor well and we can get through the boat quickly, our clients never have the expense of a re-survey so we guarantee a swift conclusion to your certification journey, here is what our package includes:

- We will consult with you in the lead up to the start of the Coding process to ascertain what your boat might need, your areas of operation, crew and guest numbers.
- We will make in initial one day visit to the boat to go through all the equipment and check the machinery etc. At the end of this visit we will know exactly what is needed.

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- After this visit we will prepare a document of recommendations for works and equipment needed, you can then either get the work done yourself or we can manage the work for you, we will quote for this at the time. We will also quote for any equipment you need to buy.
- Once you have confirmed the work/equipment order and it's all been delivered and completed we will return to the boat and get everything ready for the surveyor, this visit is usually a 2 day trip with two of us working to get all the safety gear bolted on and all the other equipment ready for inspection.
- We will stay aboard for the surveyors visit and go through everything with him, anything that's been missed we will get done either on the day or straight after, we can then send pictures to the surveyor once its complete and as he has worked with us before he accepts this and our word that all is done so doesn't ask to re-visit.
- Lastly its down to the surveyor to sign off the forms and send them to the RYA for validation before the MCA certificate is issued, this usually takes a couple of weeks.

MLC

For the last couple of years UK coded vessels operating commercially or employing paid crew have been required to comply with the Maritime Labour Convention. This was initially for large ships but has now worked its way down to all sizes of vessel. It's basically health and safety for British vessels on international voyages so when they are away from the UK and outside the scope of the UK's domestic health and safety laws. It can be a time consuming process to prepare all the documents ready for this so we have pinned MLC management onto our MCA package, for this you get;

- One year management by DIYachting for your MCA/MLC, this means your liability for documentation is halved as our company have already submitted them.
- We will prepare a package of documents for your boat to give to the Captain, this will give him clear instructions as to what procedures he needs to implement.
- Once complete we can then add MLC to your MCA certificate.

British Registration

At DIYachting we have been assisting yacht owners register their yachts in the UK for over 10 years, we provide a full registration service of advice and consultation followed by carrying out all aspects of the registration bringing together all the required documents and declarations, bills of sale, tonnage surveys and providing the services of UK resident representative to non-UK-resident owners.

Trust us to give you the best advice and have the best solution tailor made for you.

Import VAT

Any yacht being used privately by an EU Citizen or commercially for charter within the EU must have been imported into the EU and has paid VAT on its value. We have been handling the VAT importation of commercial and private yachts for over 10years and have a wide range of solutions available to suit every owners needs be it a private or commercial structure. Please see our VAT fact sheet to learn more about how we can assist you.

DIYachting Ltd



Matt & Liz Abbiss
DIYachting Ltd
2 Crouchmans Yard
Poynters Lane
Southend-on-Sea
Essex SS3 9TS
Tel: +44 (0) 1702 535258
+44 (0) 7973 301668

Email: matt@diyachting.co.uk

Web: www.DIYachting.co.uk

Charter VAT

If you plan to charter your yacht then you can't escape the VAT man. For charters starting in any EU country the new EU VAT regulations make the place where the charter starts the VAT point for that charter, this means you need to pay VAT in that country on that charter. Easy? Well not as easy as it sounds, ignored to pay the Vat you need to have a VAT number, so be registered for VAT in that country, account for VAT in that country and make a return with your VAT payment, its a complicated process particularly if you plan to move around and start charters in different countries as you need different VAT numbers for each country. We have negotiated a solution that makes this process quick and easy to understand and implement, let us take care of your charter VAT, contact us for more info.

Our one year management package ends on the anniversary of the certificate. At this time you need to have an inspection done by the managing agent to renew the certificates for one more year, we can do this for you at a reduced rate as it only needs a one day visit to the boat, your certification will then be renewed for one more year as will our management if your MCA/MLC.

The MCA certificate is valid for 5 years after which you need another full survey so we are back to a full fee for a new certificate after year 5, you also need to have an MCA surveyor do the annual inspections on year 3, we can arrange this as part of our renewal inspection for that year.

If you need any advice as to whether MCA coding is the right step for you then please do not hesitate to contact us, we will e happy to advise you prior to you taking us on for your MCA/MLC certification process.

We look forward to hearing from you soon.

Regards

DIYachting Ltd

Company Number - 8985432 VAT No. GB-207232641
Registered Address - 15 Bowling Green Lane, London. EC1R 0BD
Directors - Mr M.C.Abbiss & Mrs E.J.Abbiss

www.diycharters.co.uk