

# Isle of Man Ship Registry

Annual Report 2009



25TH ANNIVERSARY 1984-2009

25



“ It is the policy of the Isle of Man Ship Registry to provide a high quality service dedicated to the principles of quality assurance in order to promote both the expansion and diversification of the shipping sector and the creation of employment opportunities by registering quality ships and facilitating the establishment of marine enterprises in the island. ”

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Far Samson	
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Xanadu*	
Skandi Seven	

\*With kind permission of Jerome Kelagopian/Camper & Nicholsons International

\*Front page photograph – Delivery of the LT Ugland Bulk Carrier 'Caly Marx'

## Message from the Minister for Trade and Industry, Hon David Cretney, MHK

Dear All,

The Isle of Man Ship Registry has had another great year and I am delighted to introduce this annual report for 2009.

Over the year, the Isle of Man's register achieved growth of over 10% to 10.7million GRT. This is all the more remarkable when considered against the backdrop of the current global recession and its effect upon the maritime industry.

The growth in tonnage represents some key additions to the fleet which has in turn introduced new owners and operators, particularly from the Far East where the registry team have worked hard to spread the word about the Isle of Man and the advantages it has to offer. This kind of business link and building of relationships is very important to the Isle of Man economy and we hope to see more clients from that region in the future.

Whilst the registry growth is the outcome of a lot of hard work behind the scenes, so too is the reputation the Isle of Man Ship Registry has for quality and client-focus. This requires a team of professionals, dedicated to ensuring the fleet is compliant in all respects with the international regulatory framework and that the day-to-day response to clients' needs is both timely and pragmatic. This is where the team excel and I am delighted with the feedback from the industry.

I commend this report to you and thank the team for their hard work and dedication over the year.



**Hon. David Cretney MHK**  
Minister  
Department of Trade and Industry

## Introduction by Director



The 1st September 1984 saw the introduction of an international ship register on the Isle of Man. Although the Isle of Man had operated a British register of ships since 1786, the extension of this to international shipping was a new venture for the Island; a calculated move by the government of the day to introduce a new sector of the economy to run alongside the growing offshore finance sector.

The government's decision proved to be a very wise move. The climate of the eighties led to the 'flagging-out' of ships and shipping companies from the UK and other European countries with a rich maritime heritage. The Isle of Man set out its stall to provide a solution nearer to home, to attract not only the ships but the operating companies as well. Thus the Island's maritime sector was born and over time has developed into what it is today, a centre of excellence for shipping and yachting. In its 25 years of existence the register has continued to grow steadily. We have been selective in the ships we choose to register and the operators and owners associated with them. Quality is of paramount importance to the register and the managed rate of growth has been important to allow the register to staff-up proportionally to maintain the high levels of service that its owners and operators enjoy.

The client-focused approach of the register was instigated by the late Captain Geoff Davis, the Island's first Chief Marine Surveyor. Before coming to the Isle of Man, Geoff had worked within larger, more bureaucratic administrations. He used that experience to turn things on their head, and established a culture of customer focus and pragmatism in all of the register's dealings with its clients. I am proud that this culture continues today as our staff treat their customers as valued clients and approach the regulation of ships and operators with due consideration for the commercial realities of shipping today. Over the years and through many changes in personnel this operating philosophy still remains at the very heart of everything we do. The continuing receipt of positive customer feedback comments bears testament to our clients' satisfaction.

As the register grew, so did its international influence and the number of blue chip clients using the register. Initially it was UK-based companies that registered their ships under the Isle of Man flag, followed immediately by clients from Denmark, Germany, Norway and Greece. Now the register is attracting clients from outside Europe, most recently from Japan and Singapore following a targeted marketing effort in the Far East. At the same time as ships were registering, many of the companies set up operations in the Isle of Man creating jobs and providing valuable revenue from a new sector of the economy. With the introduction of commercial yachts to the register in 2003, this combined maritime sector now contributes around £20million to the Island's economy, provides local employment opportunities for some 600 persons and helps create many more opportunities in the professional support services.

All of this proves that the government's decision of 25 years ago was indeed a very wise one.

A handwritten signature in black ink, appearing to read 'Dick Welsh'. The signature is fluid and cursive, written over a white background.

**Dick Welsh**

Director, Isle of Man Ship Registry

## Survey Activity

### Merchant Vessels

2009 was another year in which the number of merchant vessels registered with the Isle of Man Ship Registry increased significantly. The continued steady growth in the Manx registered fleet has taken place under the Isle of Man Ship Registry's policy of maintaining vessel quality, and by doing so maintaining our high position on the Paris MOU White List. Our team of surveyors has been particularly busy.

All new vessels are attended either at delivery or at the initial International Safety Management (ISM) audit. When we attend at delivery, we complete interim audits and carry out a general examination of the vessel. Attendance at delivery is also an opportunity for the vessel's owners to benefit from our attending surveyor's experience in dealing with dozens of similar vessels around the world. We can advise on



Examination of the vessel.

potential design problems which may affect any sister vessels and highlight potential problem areas not only for the operation of the vessel but also areas which may attract the attention of Port State Control officers in different countries. Some owners request our attendance at every delivery as our presence can be a valuable tool in assuring the building yard realise the necessity of delivering a quality vessel onto the Isle of Man register.

For existing vessels, the Isle of Man Ship Registry is among the few which makes every effort to arrange for one of its surveyors to attend registered vessels twice in every five year period, with the principal purpose of completing ISM and International Ship and Port Security (ISPS) intermediate and renewal audits alongside a confirmation of International Labour

Organisation (ILO) requirements. During these audits, our surveyors also carry out a general examination and provide guidance concerning such matters as the Official Log Book and Crew Articles.

2009 was a year in which a number of additional stresses hit the world's maritime industry, not least the global downturn which resulted in hundreds of vessels being laid up, requiring our input into many new considerations.

The installation of an approved Long Range Identification and Tracking (LRIT) system is a requirement for all vessels over 300GT at the first radio survey from 1 January 2009 and the technical details of this task burdened many companies. However as a result of our proactive approach, all our relevant existing and new build vessels were LRIT fitted before year end.

Ship Security Officers have been required to be issued with Standards of Training, Certification and Watchkeeping (STCW) compliant certification since 1 July 2009 and while this caused a number of headaches and considerable confusion within the industry, we offered early support and advised our clients via Manx Shipping Notice 027. Looking into the future, the looming legislation of the Maritime Labour Convention is giving rise to numerous questions and concerns. A dedicated Isle of Man team has been working hard to ensure that the introduction of the new requirements across the Manx fleet is as painless as possible. Throughout 2009 the Isle of Man Ship Registry has provided, and continues to provide, concise and timely advice and guidance both through published information available from our website and directly from our surveyors.



## Commercial Yachts...

The number of commercial yachts registered with the Isle of Man Ship Registry continues to rise steadily. Our success in attracting new vessels underscores our standing within the industry as a responsive, approachable and innovative body.

Surveyors will attend a commercial yacht on three occasions during the build period, remaining in constant contact with the building yard and with the owner's representative between times, ensuring that no major obstacles to a smooth registration present themselves. Surveyors liaise frequently with the attending Class surveyor at all stages, from the pre-build meeting during which responsibilities for plan approval and the issue of statutory certificates are agreed, through to the vessel's delivery.

Existing commercial yachts are attended twice in every five year period, visits normally coinciding with annual and renewal surveys to verify compliance with the Large Commercial Yacht Code. Through attendance on board by surveyors, and by the maintenance of a working dialogue with the Master and operator throughout the five year cycle of surveys, we ensure the vessel remains in a satisfactory condition. We work closely with Class surveyors who are responsible for carrying out all other statutory surveys on board yachts on our behalf. The experience of Class, particularly of plan approval offices, continues to be an invaluable resource in maintaining safety on board yachts, many of which are of a unique and sometimes untested design. The particular nature of the yachting trade can often lead to misunderstandings but with many years' experience, the Isle of Man Ship Registry is well placed to resolve almost all queries.



The high performance sailing yacht 'Liara'.

## continued

For the attending surveyor, there are two distinct sides to the survey of existing yachts. On one side there is the pleasure of standing on board a thing of beauty, the pride and joy of the owner. The attention to detail in the build and the particular care taken by the crew in the appearance and maintenance of the vessel make most yacht surveys a pleasure to conduct. The other arises from the dual nature of operations of most commercial yachts on which a small crew may sometimes struggle to deliver the owner's aspirations and the guests' expectations while at the same time maintaining the vessel in a safe, seaworthy and Code-compliant condition. Achieving hours of rest, following the stipulations of the Ship Security Plan on the larger yachts, and conducting regular and meaningful drills can too often be considered by officers and crew as being less important priorities than taking care of guests and responding to the demands of the owner.

Part of the challenge, and ultimately one of the pleasures of performing yacht surveys, is having the opportunity to assist with working out solutions to these, and other, problems in a pragmatic and cost-effective way. The Isle of Man Ship Registry has expended a great deal of time and thought in recent years in an effort to reduce the burden of paperwork on yachts and to make recording of essential information as easy as possible.

Currently, port state control inspectors from a number of nations, particularly in the Mediterranean region, are taking an increasing interest in commercial yachts. As a result, confirming continued compliance with international conventions and with the accepted convention equivalence of the Large Yacht Code has never been more important to the yachting industry.

Surveyors' time is taken up with responding to a multitude of questions from building yards concerning prospective new designs and rumoured new legislation – the new requirements of the Maritime Labour Convention being a particular case in point. Mindful of the heavy production pressures under which yards are frequently required to work, we strive to respond to all queries as swiftly as possible.

Our surveyors remain in constant touch with leading players in the industry, at building yards, repair yards, at conferences and yacht shows, with the International Maritime Organisation, and with other members of the Red Ensign Group.

As a result we stand at the bow wave of change within the industry, monitoring the pulse of progress, aware of future threats and challenges, and informed of the pace of technical innovation.



IOM surveyor at work.



## Fishing Vessels and MOB Guardian Safety System

Over the last year the Ship Registry's Surveyors have been carrying out intermediate surveys on smaller fishing vessels (under 15 metre). These surveys include inspections of fire-fighting and safety equipment, and they are also a good way to get to know the local fishermen and find out about any concerns they may have. The local vessels are nearly always found to be well maintained with good safety knowledge shown by the crew. However there are generally a few recurring defects such as expired pyrotechnics and fire extinguishers past their service date. These items are always promptly rectified following the survey.

One safety item that is being fitted to fishing vessels on a voluntary basis is the MOB Guardian Safety System. Although not a legal requirement, the Ship Registry has encouraged the use of the MOB Guardian System on Manx fishing vessels. This is a safety device used to alert the RNLI in the event of a crew member falling overboard and is ideally suited to the smaller fishing vessels registered on the Island, many of which are only singly manned. The MOB Guardian system comprises of a Personal Safety Device (PSD) which is worn by the fisherman and a base unit installed on the vessel.



Fishing vessel in Peel harbour.

The PSD will be activated if the fisherman falls overboard. This is a life threatening situation on any vessel but even more so if the fisherman is working alone. When the fisherman falls into the sea the communication link from the PSD to the base unit is broken. This alerts the base unit and sets off an audible alarm. If the alarm is not responded to within 2 minutes, a satellite alert signal is sent to the RNLI which will give the vessel's GPS position. The Personal Safety Device also has a panic button facility which is designed to be used if the crew member gets into any emergency situation.



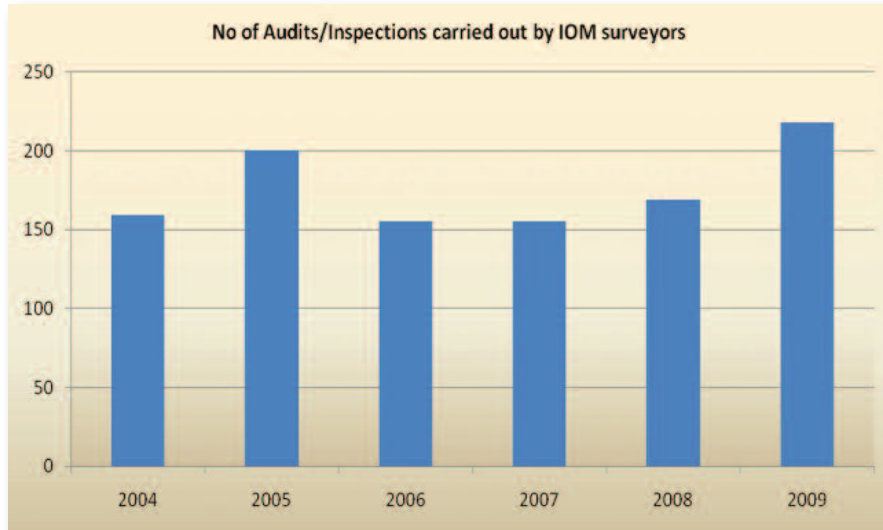
MOB Receiver being examined.

This innovative safety device is being installed by Bevan Ltd a local company based in Ramsey and they have fitted 10 devices this year and currently 27 Manx fishing vessels have the system installed.

Grants are available which help to cover the installation fee and once installed the only fee the fishermen has to pay is an annual airtime fee - however even this is currently being paid for by the RNLI.

Contact the Survey team by e-mail at:  
[marine.survey@gov.im](mailto:marine.survey@gov.im)

NUMBER OF INSPECTIONS CARRIED OUT BY IOM SURVEYORS



Some of the countries visited by Isle of Man surveyors in 2009

## People Profile

### Captain Kirk McGregor

Captain Kirk McGregor joined the Isle of Man Ship Registry in 2007 after a varied career at sea and on shore. After completion of his cadetship with The Ben Line Steamers Ltd and having spent most of his training on large container ships, he joined the Swire Pacific Ship Management Group (who provided manning for The China Navigation Co Ltd) as Third Officer.

Rising through the ranks to Master, Kirk gained experience on board a variety of vessel types - Bulk Carriers, Ro-Ro, geared cargo ships, container ships and passenger vessels – as well as building a good working relationship with multinational officers and crews. While serving as Captain, he gained extensive ship-handling experience around the world, gaining pilotage exemptions for many ports in Europe and the Persian Gulf. His command experience has also seen him involved in the rescue of shipwrecked persons.



Captain Kirk McGregor.

An opportunity to work ashore but still remain in the maritime sector arose and Kirk was appointed as Deputy Harbour Master and licensed pilot in Rye, East Sussex, United Kingdom, with responsibility to exercise jurisdiction over the waters and approaches to the harbour and a legal requirement for the safe movement and placing of ships within the port limits. Fulfilling the duties of a competent harbour authority in adherence to the Port Marine Safety code, Kirk gained a high level of interpersonal skills dealing daily with fishermen, boat owners, members of the public and various government agencies.

After several successful years in Rye Captain McGregor joined the Isle of Man Ship Registry as one of our highly experienced survey team. His knowledge is an asset shared within the team and his professional approach and ability to put crews at ease during ship inspections typifies our surveyors' attributes.

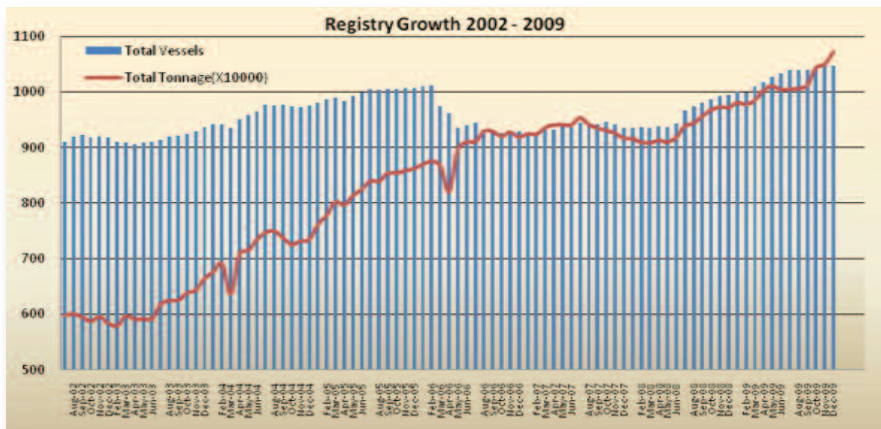
Recruited from throughout the maritime industry and with a variety of experience all Isle of Man Surveyors undertake a training programme to fully prepare and equip them for their new roles.

External courses and in-house training provides continuous development in experience and competency across a wide range of surveys and vessel types. Some surveyors specialise in distinct areas where clients can benefit from the specific knowledge available, whilst others represent the Isle of Man at IMO and international maritime conferences.

# Registry Activity

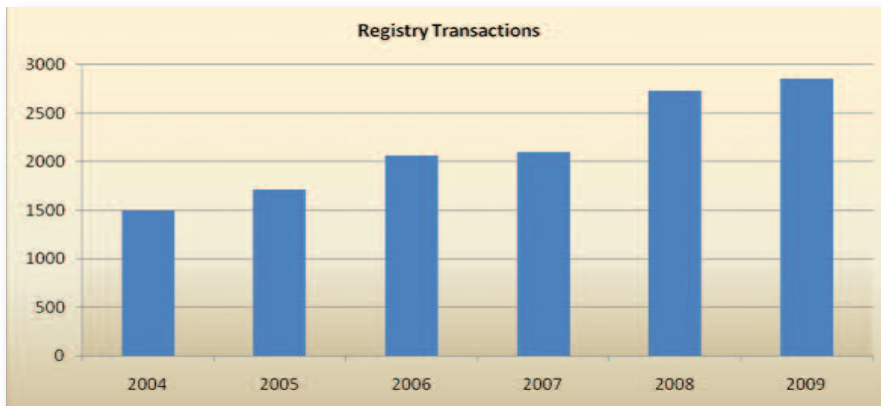
The Isle of Man Ship Registry continued to show steady growth throughout 2009. The main focus for attracting new markets for merchant vessels was the Far East and as we begin a new year the results of our efforts are starting to bear fruit. Seven vessels from the area have already registered under the Isle of Man flag and a further thirteen are planned for 2010. With such a high level of interest from the Far East we are appointing an Isle of Man agent in Tokyo to enhance our registry service in the region.

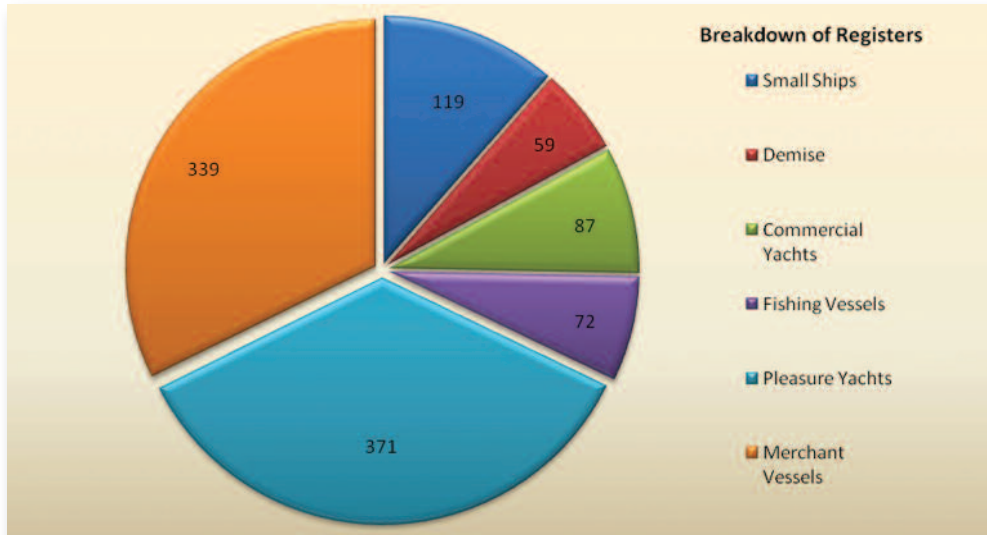
## NUMBER OF VESSEL TYPES AND TONNAGE ON REGISTER



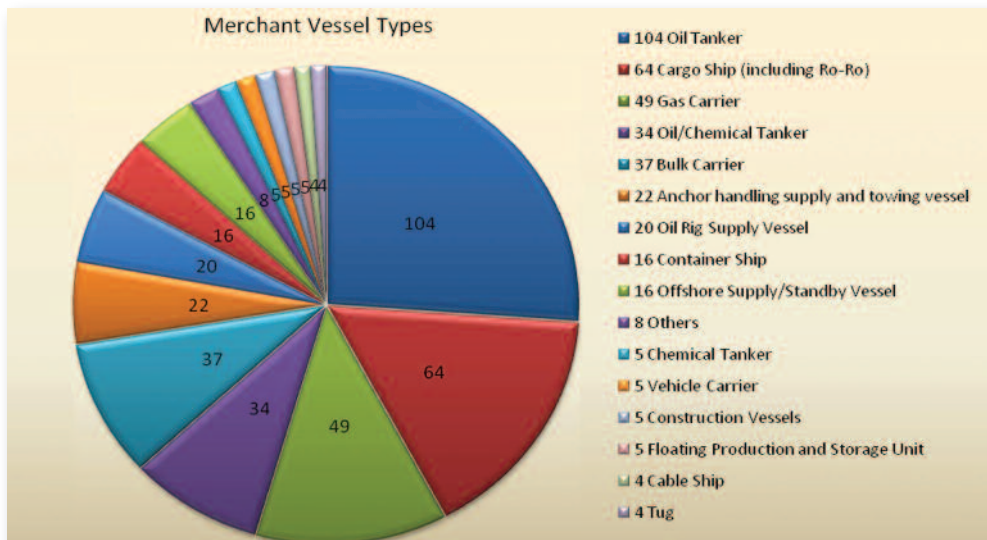
In addition to our success in the Far East, a further 21 merchant vessels of various types belonging to our existing European clients are scheduled to join the registry in the coming months and commercial yachts continue to be a growth area with 18 new registrations realised in 2009. Since the introduction of the MAVIS registry system, the registry team has taken the opportunity to streamline all their paper files and upload the information into the system – a mammoth task which kept the registrars busier than usual.

## CONTINUAL GROWTH OF REGISTRY





The registry continues to attract a wide range of vessel types from private pleasure yachts to specialist merchant ships onto the Isle of Man flag.



Contact the Registry team by e-mail at: [registry.marine@gov.im](mailto:registry.marine@gov.im)



## Out and About in 2009

### Exhibitions and Conferences

Highlights from a busy year of marketing and promotions

May 4th-8th	MYBA Yacht Show
May 26th	Marine Money Conference Tokyo
June 9th-12th	Nor-Shipping Exhibition Oslo
September 23rd-26th	Monaco Yacht Show
September 30th	Caly Manx Delivery



Sarah & David prepare for another day on the IOM Ship Registry stand.

#### MYBA Yacht Show

Senior Surveyor David Goberman and Registrar Sarah Lisy promoted the Isle of Man Ship Registry at this year's Genoa Yacht Show. Although quieter than previous years, no doubt due to the global economic situation, David and Sarah ensured that the Isle of Man Ship Registry remained in the spotlight of many potential new clients. The Captains and crews of the eight Isle of Man registered commercial yachts in attendance at the event welcomed the opportunity to meet David and Sarah and appreciated the direct advice they were able to receive on a number of issues.

#### Marine Money Conference Tokyo

This was the 4th Annual Ship Finance Forum to be held in Tokyo by Marine Money. The Isle of Man Ship Registry was a sponsor of the event, sponsoring the name badges. This allowed us to provide an information pack for all the delegates and also ensured that our logo appeared on all name badges, screens, banners and marketing materials.

Coming at the end of a successful Far Eastern promotional visit, Isle of Man Ship Registry director Dick Welsh was a keynote speaker, giving a presentation entitled "Lay-ups, Strategies, Costs and Technical Challenges" aimed at assisting awareness through difficult times.



Dick Welsh at the final event of a successful Far Eastern promotional visit.



Muriel & Graeme promote the Registry in Norway.

### Nor-Shipping Exhibition Oslo

Senior Surveyor Graeme Weir and Registrar Muriel Sweetman attended the Nor-Shipping 2009 exhibition where they manned a stand showcasing the Ship Registry and the Isle of Man as a centre of excellence for shipping related business.

Graeme and Muriel dealt with numerous enquiries that were received from ship owners new to the Registry regarding the possibility of flagging their vessels here and also took the opportunity to talk with current owners.

### Monaco Yacht Show

We are now very well known in the super yacht industry and having been an exhibitor at the Monaco Yacht Show for the last 5 years a lot of existing clients passed by to say hello and to receive updates on the latest news from the Registry.

Despite the economic downturn, we secured four new yacht projects from this year's show. The Isle of Man corporate service providers attending reported a busy show and some of that business will filter down to the registry.



The Isle of Man team talking to yacht show visitors.



Local star Samantha Barks helped showcase the Isle of Man.

### Caly Manx Delivery

The naming ceremony for the Isle of Man registered Caly Manx at the Tsuneishi Zhoushan Shipyard near Shanghai helped to raise the international profile of the Isle of Man Ship Registry and build a number of important new business relationships.

The naming was performed by local singer and actress Samantha Barks who rose to fame on BBC talent show 'I'd Do Anything'.

This visit enabled us to highlight the many advantages of the Isle of Man Ship Registry through a series of meetings in China with business leaders and shipyard owners.

## Maritime Labour Convention

The Maritime Labour Convention 2006 (MLC) will initiate the largest change in seafarers' working and living conditions to hit the industry for many years. New practices will have to be put into place and changes made to existing procedures. The new convention is coming into force to ensure the provision of internationally applied seafarers' rights. In due course, surveyors from the Isle of Man Ship Registry attending vessels for audits will be asked to ensure that stipulations of the new convention are being complied with.



MLC is expected to come into force at the end of 2011 and the Isle of Man Ship Registry fully intends to have the necessary legislation in place and ready for the approval of the UK by that date. As a British Crown Dependency, the Isle of Man Government is required to obtain approval of the relevant regulations from the Government of the United Kingdom who act as our representative body at ILO. As ratification of the convention is progressed by the UK on our and their own behalf, we are working closely with the UK by attending working groups. Ron Strathdee, Principal Surveyor in charge of MLC travels to Southampton every three months to attend the MLC working group as Isle of Man representative. Ron has also given presentations on MLC requirements at the annual Ship Registry seminar and to the Chamber of Shipping in London.

The task of incorporating the five MLC titles into Manx law is the largest project the Ship Registry's legislation team has undertaken in recent years. Seven members of the Ship Registry are working on the project demonstrating the high priority we place on completing matters on time, and ensuring operators of Isle of Man vessels are advised well in advance of the new requirements.

MLC will apply to a greater percentage of the world's maritime fleet than most existing major conventions, applying as it does to all commercial vessels over 200GT whether they be cargo ships or commercial yachts. The number of Manx registered commercial yachts has seen rapid growth in recent years and hence the majority of our clients will have vessels needing to meet MLC stipulations.

The coming into force of MLC will involve commitment from the Isle of Man Ship Registry, our clients, and of course the vessels themselves. There is good news for some ship owners, however - a review suggests that 80% of MLC requirements are already being fulfilled by the majority of shipping companies.

The Isle of Man Ship Registry has a good track record for introducing new requirements swiftly and efficiently. The last major piece of legislation to hit the industry came out in 2004 in the shape of the ISPS Code. This was successfully introduced with excellent co-operation from ship owners and from seafarers.

To help smooth the ISPS introduction process, we issued newsletters and technical advice to the industry to keep clients updated and forewarned. We intend to do likewise for the introduction of MLC and the first MLC Newsletter, detailing progress and the limits of application, was issued in November 09.

As an example of the type of work being carried out, one area being reviewed involves the requirements for young persons working on ships. Whilst most shipping companies will already have procedures in place for young persons on their vessels MLC will introduce requirements which may differ than those currently in place such as more stringent rest hours for young persons and the requirement for conducting risk assessments concerning the type of work a young person may be given.

The need to consolidate these new MLC requirements into Manx law led to the formation of the dedicated project team. Consisting of legislators, surveyors and management representatives the team is responsible for reviewing each MLC requirement and comparing it with any existing relevant Manx legislation. Active constructive participation in the deliberations of the subsequent policy papers alongside external consultation where necessary with ship owners and other stakeholders creates the foundation for the legal drafts.

By the end of 2010, all Isle of Man Ship Registry surveyors will be trained in carrying out MLC audits. By April 2011, we intend to start the MLC ship inspections. When requested, the inspections will be carried out in conjunction with the existing ISM/ISPS audit procedures. All commercial vessels over 200GT will have to be inspected although Maritime Labour Certificates will only be required for vessels over 500GT.

We continue to strongly recommend that ship owners start to prepare early for MLC and we will keep the information flowing by issuing regular MLC updates. Our dedicated MLC team is available to answer any questions or concerns.

You can contact the MLC team by e-mail at: [marine.mlc@gov.im](mailto:marine.mlc@gov.im)



Regular MLC team meetings keep implementation in focus.

## Casualty, Accidents and Incidents

The Isle of Man Ship Registry is committed to helping seafarers, managers, owners and operators concerned with all Manx vessels in achieving continued high standards of safety and pollution prevention. But occasionally things can go wrong and when they do, the Master, Skipper or Operator is required by law to submit a report on what has occurred. From these reports we can alert the shipping industry about areas and activities where any additional safety controls may be necessary and hopefully prevent similar occurrences from happening again. The following selection typifies the variety of occurrences reported to the Isle of Man Registry.

### Cargo Vessel

After completing cargo operations the vessel set sail with a pilot on board. The duty AB escorted the pilot down to the pilot ladder; the pilot disembarking safely at the pilot station. At this time the Master and Second Officer remained on the bridge. The visibility was good; wind was from the South West force 4 and the sea state slight to moderate.

Just before midnight the third officer arrived on the bridge to take up his watch and the second officer left the third officer on the bridge following the handover. The master also left the bridge at midnight to send a departure report. The Look-out AB had gone below to change clothes prior to taking up his bridge watch keeping duty. Whilst sailing transiting a TSS precautionary zone the vessel was involved in a collision with another vessel crossing on her starboard side. The vessel suffered significant structural damage in the bow area and a fire in the forward paint locker. It took around 4 hours to extinguish the fire. The Chief Officer was taken ashore for medical treatment. The vessel later proceeded to a nearby port with tug assistance.

It was reported that the crew on board the other vessel were going to abandon ship as the engine room was flooding along with some of the cargo holds. All the crew safely abandoned ship and were rescued. The vessel was later towed to a port of refuge.

An investigation concluded that the OOW failed to apply the COLREGS correctly, particularly the Rules concerning crossing situations and his responsibility to still keep clear where the Rules dictate even in a TSS and Precautionary zone. Failings were also found in identifying risk of collision and action taken to avoid collision. The investigation also highlighted poor bridge team management where the Master allowed the OOW to remain on his own on the bridge during the hours of darkness. The investigation also found that the fire fighting equipment was not in a state of readiness and valuable time was subsequently lost from fighting the fire while assembling fireman's outfits and SCBA kits together.

### Fishing Vessel

The fishing vessel was moored alongside where all the crew proceeded ashore and went home for the weekend. The following morning the vessel was reported as sinking, listing and trimmed by the stern at a large angle. The local fire brigade attended and pumped out a large quantity of water from the fish holds and engine room. Upon investigation it was found that the bilge valve from the fish hold had debris under the seat preventing it from closing fully and the sea suction to the deck wash had been left open which allowed water to flow through a common manifold and into the fish hold. The engine room and



fish hold had flooded to around 3 feet of water causing major damage to the electrical systems and damage to some mechanical systems which required overhauling. .

## Commercial Yacht

Whilst on passage in the N. Atlantic the vessel encountered a series of large waves. The Rescue Boat suffered severe damage and rendered unusable. The emergency generator (in the bow area) was also severely flooded through a hatch blowing several fuses and breakers including a steering pump. Major water ingress was also observed in forward crew cabins. The water ingress later resulted in emergency lighting, some backups and navigation equipment malfunctioning.

## Cargo Ship

Whilst cutting off steel stoppers on a 'tween deck with a burner, sparks and molten metal dropped onto tarpaulin covering a cargo unit containing diesel (approx 47t). The tarpaulin began to melt and generate thick smoke. The fire alarm was sounded and the tarpaulin was eventually extinguished by portable extinguisher. Isle of Man Ship Registry note: Two very similar incidents occurred this year involving the use of oxy-acetylene torches in cargo spaces. Before work commences it is very important to check the surrounding vicinity for materials likely to combust and move these items to a safe distance. If the materials cannot be moved then fire proof coverings should be considered. It is recommended that this type of work is subject to a thorough risk assessment and permits to work procedure.

## 'Other' Cargo Vessel

The vessel was alongside in port when a painting boat was being lowered into the water using a vessel's store crane. An AB and cadet boarded the boat at the main-deck level. Once in the boat the lifting wire parted causing the boat to drop 8m into the water. The crew members suffered major bruising as a result of the fall. No permit or risk assessment was carried out prior to the task. The crane used was untested (despite the tested crane being adjacent), the wire fall which parted was also uncertified. The use of this equipment was unauthorised. Following the incident the crane was immobilised and the uncertified wire fall removed.

## Gas Carrier

Whilst mooring a headline parted in the vicinity of the warping drum and snapped back hitting a crew member causing minor bruising.

The forward mooring arrangements had been modified by the ship's crew. The forward mooring party are limited in numbers and require the help of the aft mooring party when they are finished aft. The forward mooring arrangements also make it difficult to sight all line handling.

An investigation found that the immediate cause was excessive loading on the mooring line and the situational awareness of the injured party stood in the vicinity of the mooring winch. It was also found that the Officer in Charge could not monitor all of the line handling simultaneously.

It was recommended that measures are introduced to improve communication, each line is deployed under the direct supervision of the Officer in Charge and that additional training and marking is provided concerning snap back zones.

## Accident Report Summary

Despite best efforts it is an unfortunate fact of life that events with potentially serious consequences can and do occur when working on board ships. 2009 saw an increase in the number of Casualties and Incidents reported to the Isle of Man Ship Registry whilst the number of Accidents remained similar to 2008.

Many of the reports received from the vessels show that a large proportion of occurrences are attributed to personal negligence and carelessness, reinforcing the importance of following Safe Working Practices and taking adequate risk assessments. Occurrences involving lifting gear and mooring lines also featured heavily in 2009, highlighting the importance of effective maintenance and inspection regimes.

The number of collisions at sea rose during the year emphasising the need for proper and effective application of the COLREGS. In particular, more emphasis placed on keeping a good lookout without distractions, taking timely and effective action to assess the risk of collision and early action being taken to avoid collision in accordance with the COLREGS.

	2005	2006	2007	2008	2009
Casualties	10	7	6	9	15
Accidents	42	33	29	25	26
Incidents	8	7	1	1	16
<b>Totals</b>	<b>60</b>	<b>47</b>	<b>36</b>	<b>35</b>	<b>57</b>

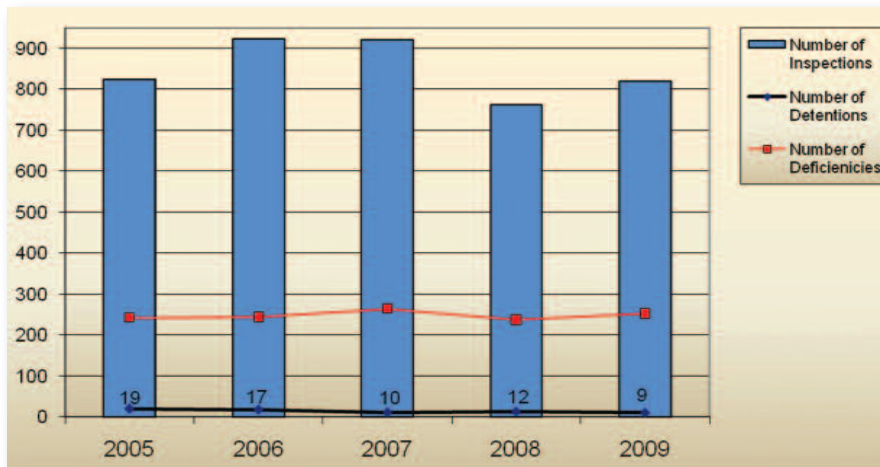
	2005	2006	2007	2008	2009
Collision, Foundering or Stranding	17	11	4	3	7
Fire	2	2	3	6	3
Explosion	0	0	0	1	0
Pleasure Vessel: Explosion, Collapse or Bursting	0	0	0	0	0
Pipe Systems: Explosion, Collapse or Bursting	2	1	0	0	3
Sudden uncontrolled release of any substance from a system or pressure vessel	1	1	1	2	3
Accidental ignition of flammable material	1	0	0	1	0
Electrical short circuit or overload	0	1	1	0	0
Failure of any lifting device	0	0	1	1	3
Incidents involving access to or from the vessel	3	4	1	1	2
Slips or falls (same level)	4	5	4	4	3
Slips or falls (different levels)	3	5	5	2	7
Incidents involving mooring ropes or hawses	2	2	4	2	4
Incidents involving lifting equipment	6	1	1	3	4
Exposure to hazardous or toxic substances	0	2	0	0	0
Man Overboard	0	0	1	0	2
Electric shock	0	0	1	0	0
Violence to the person	1	0	0	2	0
Other	18	12	9	7	16

Visit our website to view the full 2009 Casualty, Accident and Incident Report

## Port State Control - Performance

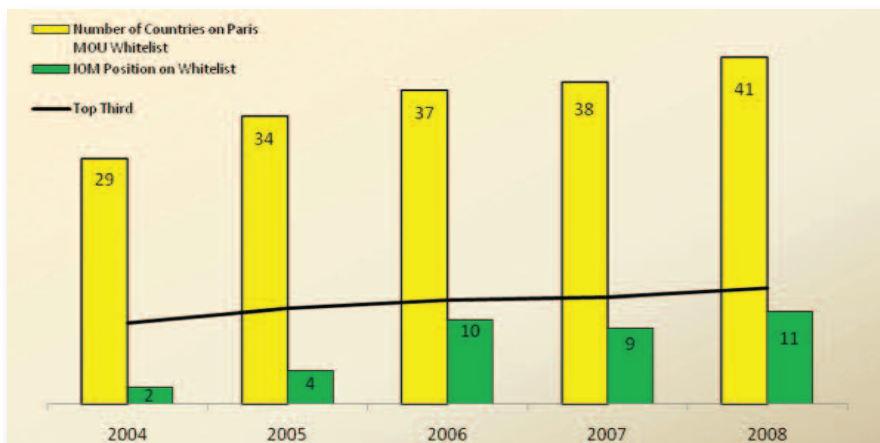
The Isle of Man Ship Registry actively gathers and analyses PSC statistics on all its vessels in order to monitor patterns and trends. The information available allows us to take a positive role by providing an overview of fleet and company performances. Whilst we cannot control events at PSC inspections our proactive approach does influence the awareness of operators and seafarers and ultimately contributes to our performance as a Flag State. The number of annual detentions continues to trend downwards.

### 5 YEAR PSC DATA ON ISLE OF MAN FLAGGED VESSELS



The Isle of Man Flag continues to maintain its high position on the Paris MOU white list, in line with our long term objective to be amongst the top Registries in the world.

### STAYING IN THE TOP THIRD ON THE PARIS WHITE LIST IS A LONG TERM OBJECTIVE



## Headlines

### RECORD HEIGHTS FOR MANX ENSIGN

Ship Registry client Kevin Perry sent us this photograph last summer from the Franco-Italian border on Col d'Agnel after an arduous cycle ascent.

At 2,744 metres above sea level we think it's a record height for a Manx Ensign... unless you know otherwise.

Well done Kevin!



Ship Registry client Kevin Perry holding a Manx Ensign.

### SHIP REGISTRY GOLF COMPETITION

As part of its 25th anniversary celebrations, the Isle Of Man Ship Registry held a charity golf competition at Rowany Golf Club on 16th September 2009. A total of 32 players, representing some of the island's ship management and financial institutions, tee'ed off in near perfect conditions raising £800 for the King George V Fund for Sailors. For the generous sponsorship and support received for the event our thanks goes to:

Isle of Man Shipping Association

Bureau Veritas UK

Equiom Trust Company Ltd

BP Maritime Services (IOM)

Ernst & Young LLC

Home Strategic

Pelagos Yachts

Sea Breezes Publications

Shoprite (Isle of Man) Ltd

Bernhard Schulte Shipmanagement

Heron and Brearley Limited

Devereau's Manx Kippers

Manx Inspirations

Eurasia Travel (IOM)

PDMS Ltd

All the team at Rowany Golf Club



Another hole completed at the Isle of Man Ship Registry golf competition at Rowany Golf Club.

## ANNUAL SEMINAR

Although attendee numbers were slightly down on previous years, (undoubtedly a result of the economic climate at the time), a full and informative agenda coupled with an evening tour of the famous Isle of Man TT course ensured that the occasion was a great success.

Topics included Prevention of Pirate Attacks, Measurement in Efficiency, Human Factors in the Marine Industry and a presentation from the Isle of Man Business Schools Ships Superintendents Training Course entitled 'The Gateway to Career Advancement'

Caroline Bull from local company Chrysalis Ltd took the audience through a customer journey map session headed 'Delivering Delight', during which they highlighted areas of potential improvement that the registry might make.



Isle of Man Ship Registry 1st day cover.

## 25th ANNIVERSARY 1st DAY COVERS

A limited edition (500 copies) of special 1st day covers was released as part of the Isle of Man Ship Registry's promotion of its 25 years as a modern register.

## NEW WEBSITE FOR IOM SHIP REGISTRY

The Isle of Man Ship Registry launched its new website [www.iomshipregistry.com](http://www.iomshipregistry.com) in 2009. While our internet presence has always been a useful source of information for both existing clients and new clients looking to register their vessels in the Isle of Man, the information that is provided in the new website is even better and more user friendly than before. The site has been completely revamped and all its content re-drafted with the user's perspective in mind providing real ease of access to all relevant information.

The website has been constructed to maximize publicity for the Ship Registry's marketing and promotional efforts and features up to date news items and reports on our activities from around the world.



## Client Comments from 2009

'Yours has been one of the most thorough audits we have experienced and you have highlighted some very important issues that have been overlooked in the past'

'Have received the endorsement...that was damn quick since you only got the photos this morning'

'We have found the service offered by the IOM excellent. Any query we have is always answered professionally and promptly by all IOM staff'

'I must compliment your system for the promptness and user friendliness'

'Everything went very smoothly due to your concerted efforts, I cannot stress enough how helpful the assistance and good co-operation was'

'That is wonderful service. Thank you very much'

'Thank you for your help and congratulations on your efficiency'

'I'm not joking when I say how good it is in this day and age to find an organisation which is efficient, courteous and professional'

'You are truly perfect'

'Excellent service and practical professional approach'

'I find that this is a very comprehensive registry'

'The surveyor presented a very high and professional knowledge and was very cooperative even passing to the crew and officers many helpful information'

'You can't do any better than this. The audit was excellent'

'Pleasantly surprised with IOM's willingness to help us develop information etc to help comply with regulations'

'You are so wonderful!

'Thank you again for all your help and guidance. The entire process went very smoothly as a result of you and your office's help'

'We appreciate your response in both timeliness and clarity of content'

'It was a pleasure for me to deal with someone so efficient as yourself'

## Key Milestones in 2009

- Feb 09 The Isle of Man Ship Registry exceeded 1,000 vessels with a combined tonnage of 9.79 million gross registered tonnes.
- 
- Mar 09 Statistics produced show the economic benefit of the Ship Registry to the Isle of Man to be in excess of £20,000,000 per annum.
- 
- Mar 09 Isle of Man listed as 16th in the world table of registered fleets by Deadweight tonnage by UN Conference on Trade Development (total flags 130).
- 
- Mar 09 Year to date from April 08 shows 103 additions to the register: Merchant Ships 35; Commercial Yachts 14; Pleasure Yachts 54.
- 
- Apr 09 Isle of Man Ship Register passes 10m GRT mark with the registration of the Pacific Voyager, a 160,000 GRT VLCC operated by MOL Tankships.
- 
- Aug 09 Achieved the 'Investors in People' silver award.
- 
- Sept 09 1st day covers issued to celebrate 25 years.
- 
- Sept 09 25th Anniversary Seminar and Charity Golf Competition.
- 
- Oct 09 Awarded ISO9001:2008 Accreditation following successful renewal audit by LRQA.
- 
- Dec 09 New website goes live.
- 
- Dec 09 Several new MAVIS systems announced for 2010 including vessel performance benchmarking and issuance of credit card sized STCW 95 endorsements.
-



'Far Samson' the most powerful offshore vessel ever built and the Offshore Support Journal's Ship of the Year 2009.

A blend of traditional styling and contemporary elegance, the 52m world cruising ketch 'Nazenin V'.





The Andrew Winch designed  
60m luxury super yacht 'Xanadu'.



Fitted with state-of-the-art ROV and module handling  
systems, the 'Skandi Seven' is purpose built for subsea operations.



[www.iomshipregistry.com](http://www.iomshipregistry.com)

# Isle of Man Ship Registry

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**Isle of Man  
Government**  
*Reiltrya Eilan Vannin*

The information in this 2009 Annual Report can be provided in large print, on request.