

# Isle of Man Ship Registry

Annual Report 2011



*Serving the maritime industry for over 25 years*



***'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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\*Cover image “*St Ekaterina in Douglas Harbour*” (with kind permission from Ron Strathee)

# FOREWORD FROM THE MINISTER FOR ECONOMIC DEVELOPMENT

**John Shimmin MHK**



Dear reader,

I am delighted to introduce this year's Annual Report from the Ship Registry.

Although I have only been in post as Minister for Economic Development since September 2011, I have been aware of the Ship Registry's work and its importance to the Isle of Man for many years. I am now very pleased to be in a position to support the Ship Registry and to have a hand in its strategic direction and continued success.

The team at the Ship Registry have clearly worked very hard to deliver the kind of success it has enjoyed. This has been built on the basic fundamentals of quality and service, and I will ensure that they have the resources to continue to deliver this as the register grows.

This year the register has grown by more than 12% in gross registered tonnage and advanced its position amongst the world rankings. Clearly in the maritime world, the Isle of Man is punching above its weight and this has commercial advantages which benefit the Isle of Man elsewhere.

There are challenges we face and international challenges that affect shipping. I am delighted with the relationships which exist with our clients and with other governmental bodies which allow us to work towards solutions which take account of the economic considerations affecting ship operators today. It is these relationships which we value most highly.

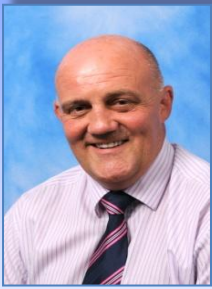
I hope you find the report interesting reading and I thank the team for all their hard work and dedication.

Yours sincerely,

A handwritten signature in black ink that reads "John Shimmin". The signature is written in a cursive style and is positioned above a horizontal line that extends to the right.

**John Shimmin, MHK**

**Minister, Department of Economic Development**



## **INTRODUCTION FROM DIRECTOR IOM SHIP REGISTRY**

The Isle of Man Ship Registry continues to expand and its importance and reputation as a key player in the maritime world continues to grow. This year saw a continuation of the kind of growth we experienced last year, adding some very significant vessels and new companies to our portfolio. The register has increased its position in Clarkson's Flag State world rankings (by GRT) and now holds 15<sup>th</sup> place amongst the world's registers.

As the register grows, it is ever more important to maintain the levels of service for which the register is renowned. We have developed and introduced new systems to help support this and are expanding our network of appointed surveyors in key locations to support what we can achieve with our surveyors based in the Isle of Man. In addition our representatives in Tokyo are working with Japanese owners and operators to provide registration services locally. By constantly adapting and striving for continual improvement, we are able to provide the client-focused and pragmatic service levels which keep the Isle of Man ahead of the competition. The team play a massive part in this and it is only with their enthusiasm and drive to succeed which makes this possible.

Once again, the Ship Registry has maintained the Isle of Man's reputation for quality. We have maintained our White List positions on the world's port state control lists and accreditation with the USCG Qualship 21 programme. The Isle of Man also achieved the much coveted 'Low Risk' recognition by the Paris MOU for ships visiting European ports. This is achieved only with the cooperation of quality operators sharing our ideals of safety and quality.

This year has not been without its challenges. The industry is facing difficult economic times and there is the ever present threat of piracy in the Gulf of Aden and the Red Sea. To support our owners, we have continued to develop our low cost fee structure to cover our operating costs, whilst maintaining our competitive advantage. We have worked closely with the UK authorities and ship owners to facilitate the carriage of armed guards to protect our ships and seafarers against the threat of piracy.

Work continues on the Maritime Labour Convention. We have consulted widely on our policies and expect to have the legislation ready for mid 2012. This is still a key element in our commitment to quality and to ensure the lives and conditions of seafarers on our ships are to the standards we expect.

I would like to thank the owners and operators who chose the Isle of Man, and the team at the Ship Registry and overseas who work hard to maintain the quality and reputation of the Isle of Man Ship Registry.

Well done to you all.

A handwritten signature in black ink, appearing to read 'Dick Welsh', written over a light blue background.

**Dick Welsh**  
**Director, Isle of Man Ship Registry**

# Key Events in 2011

- ⊕ **IOM included on the list of 22 Flag States which meet the criteria for Low Risk Ships by the Paris MOU (Jan)**

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- ⊕ **Ship Registry holds International MLC seminar in Douglas, Isle of Man (Feb)**

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- ⊕ **Funding for Far East Marketing Initiative secured and contract surveyors appointed in the key locations of Singapore and Manila (Mar)**

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- ⊕ **Over 11% growth (GRT) confirmed for year 2010/2011 (Apr)**

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- ⊕ **Red Ensign Group conference in Jersey – IOM to host in 2012 (May)**

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- ⊕ **New legislation officer appointed (Jun)**

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- ⊕ **Commercial Yachts break the 100 barrier – 103 registered (July)**

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- ⊕ **Tripartite Declaration signed, ensuring that seafarers on Manx vessels are provided with decent living and working conditions, pay and conditions (Aug)**

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- ⊕ **£1500 raised for King Georges Fund for Sailors (Aug)**

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- ⊕ **Largest bulk carrier in the world Berge Stahl registers with IOM flag (Sept)**

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- ⊕ **ISO 9001:2008 renewal audit successfully completed with the Registry receiving praise for its management system and customer approach (Oct)**

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- ⊕ **Clarkson World Fleet Monitor moves IOM up into 15<sup>th</sup> place on world registries based on GRT – our highest ever placing. (Nov)**

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- ⊕ **Annual 10% growth target passed (Nov)**

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- ⊕ **The Ship Registry bade farewell to one of its key staff as one of its Principal Surveyors, Paul Hansford, departed for a new life in Australia working for AMSA. (Dec)**

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## 2011 HIGHLIGHTS 2011 HIGHLIGHTS 2011 HIGHLIGHTS

### 'DEAD EYE' DICK STAYS ON TARGET FOR SECOND YEAR



Pull!!!

Dick Welsh was once again victorious in the Lloyd's Register organised pre-Plumbers' Ball shoot in Liverpool. This time without the Mo he was sporting at last year's event, Dick shot 23 out of 25 clays to take the title for the second time in two years.

### EMPLOYMENT AND SKILLS EXHIBITION 2011

The Ship Registry alongside Isle of Man Shipping Association members took part in the Island's biggest showcase of employment and training opportunities.

As well as being open to the general public over 800 students from the Island's secondary schools attended the event ahead of making vital GCSE and A-level option choices. Many were unaware of the career choices available within the maritime industry. Promoting jobs both at sea and onshore the team ensured that the stand was well attended and generated a lot of interest.



Manning the Shipping Association stand at the Employment and Skills event.

### HISTORIC SIGNING

A new tripartite declaration designed to improve the living and working conditions of all seafarers on Isle of Man-registered ships was signed at the beginning of August. Dick Welsh said....

*"The tripartite relationship, which has been developed over many years in the Isle of Man, is invaluable in our work on the new convention. It is a forum by which we can consult on draft policies and regulations, which gives the ship owners and the unions a real chance to shape the future for seafarers"*



## 2011 HIGHLIGHTS 2011 HIGHLIGHTS 2011 HIGHLIGHTS

### **KING GEORGE FUND FOR SAILORS BENEFITS FROM CHARITY GOLF DAY**



Colin Kniveton, Isle of Man Department of Economic Development CEO, presents the winning Equiom team with a cut glass ships decanter.



Runners up – last year's winners, Isle of Man Steam Packet narrowly missed out to Equiom.

The now annual Ship Registry Charity Golf Challenge took place in August and attracted teams from across the business sector. Once again sponsors were able to buy a hole and rename it to promote their services. Local businesses contributed raffle prizes and Rowany Golf Club provided discounted course fees for the event. This year's delighted winners (pictured left) were Equiom Trust Company Ltd. £1500 was raised for the King Georges Fund for Sailors.

**Our thanks to the following for their generosity and support:**

**IOM Shipping Association**

**Rowany Golf Club**

**Bureau Veritas UK**

**Equiom Trust Company Ltd**

**Thomas Miller Ltd**

**Barclays Wealth**

**Sea Breezes Publications Ltd**

**Heron & Brearley Limited**

**Manx Inspirations**

**PDMS**

**AET Tankers UK**

**Boston Limited**

**Lloyds Register Quality Assurance Ltd**

**Shoprite (Isle of Man) Ltd**

**Dohle Yachts**

### **ISO9001:2008 RENEWAL AUDIT**

A successful renewal audit of our ISO 9001:2008 management system by Lloyds Register Quality Assurance (LRQA) in October ensured we had our ISO accreditation approved for another 3 years. This further endorses our commitment to continuously seek improvements in our customer relationships and provide a high quality service dedicated to the principals of dynamic quality management.





## MARKETING THE REGISTRY 2011

### **SINGAPORE YACHT SHOW AND SUPERYACHT ASIA**

Besides having busy stands at both shows, many meetings were arranged with new and existing clients both to encourage new business for the flag and as a courtesy to existing clients. Client meetings were extremely worthwhile. Several evening events provided a great opportunity for networking activities and proved to be of enormous use both in making contacts and also in making the Isle of Man flag more visible during our visit.



Useful business at the Singapore Yacht Show in April 2011

### **SEPTEMBER? – IT MUST BE MONACO!**



Cameron, David and Anne prepare to greet old and new friends and clients at the Ship Registry stand in Monaco

Once again the Isle of Man Ship Registry stand was well attended by industry professionals and yacht captains. There was particular interest in the lead that the Isle of Man is taking in the interpretation and implementation of the impending Maritime Labour Convention and its effect on the superyacht industry. The Ship Registry's presence, as always provides a focal point for the Isle of Man at the show and being in the company of a substantial Manx delegation demonstrated the value of the public/private partnership which exists within the yachting fraternity. With 500 exhibitors and more than 100 superyachts on display (several flying the Manx flag) it was estimated that the show was visited by over 28,500 people.

# MARKETING THE REGISTRY 2011

## A WEEK IN TOKYO

The Ship Registry continues to make steady inroads into the Japanese market with several major owners from the region opting to put tonnage under the Manx flag. Although many Japanese shipowners are experiencing difficult economic times Dick Welsh was able to present the benefits of Isle of Man registration via an excellent programme of meetings. Presentations were well received and our agents in Japan, Mitsui-Soko, were invaluable with their assistance. With a total of 16 organisations visited in Tokyo and Imabari, Dick was pleased, (if a little tired!), to have spread the word of the Isle of Man to so many interested parties.

At the same time as Director Dick Welsh was arriving in Tokyo the MV Emily Manx, an Isle of Man registered ship, sailed into Ishinomaki where its arrival was heralded by the port and made news in several Japanese newspapers. The vessel, carrying coal, was the first to call into



Ishinomaki following the devastating earthquake and tsunami in the Tohoku district of the country on 11 March 2011. Upon hearing the news Dick said 'This is a good news story for the Isle of Man. It shows the strength and depth of our registered merchant fleet and what they can achieve around the world.'

## SINGAPORE NOVEMBER 2011

Another busy visit with 21 meetings completed in just 4 days. The meetings focused on ship owners, ship managers, and ship finance banks, many of whom were follow up visits. Speaking afterwards Dick Welsh stated;

*"Each time I make this visit, it is becoming easier and more successful as the Isle of Man Ship Registry's name and reputation is becoming known. The value of the face to face meetings at the top level in each organisation is more evident each time as clients and potential clients appreciate the time taken to visit. Singapore is still a very buoyant shipping centre with many operators using it as a key location and natural hub for their operations. Many are loyal to Singapore flag but many use open registers and it is the latter that have been targeted to change to Isle of Man flag".*

This visit was well arranged, planned and executed. The meetings were geographically grouped to ensure easy transfer and the support from Helix, Idwal Marine Services and Cains was excellent.

## **REGISTRY ACTIVITY**

Despite the maritime sector having a difficult trading year resulting from the global economic turmoil, the Isle of Man register continued to show steady growth throughout 2011. Between January and December we substantially increased the number of merchant vessels resulting in Clarkson's World Fleet Monitor moving the Isle of Man from 18th position to 15th position in the world Flag States ranking based on GRT (Gross Registered Tonnage). Overall we witnessed 12% growth (GRT) for the year thus exceeding the 10% target we set ourselves to reach by year end. Another milestone was reached in October when the number of vessels on the register peaked to its highest ever in our 27 years as an international register.



Continued controlled growth remains a priority for IOMSR

Our growing presence in the Far East coupled with an expanding relationship with shipowners in the region has had a huge impact on the number and quality of vessels we have registered from the area. Several new buildings are planned to be flagged with IOM during 2011/2012 adding to the significant number of new vessels already in the fleet. Based on data compiled and calculated by the United Nations Conference on Trade and Development (UNCTAD) for their 2011 Review of Maritime Transport the Isle of Man has the 2<sup>nd</sup> youngest average age per ship among the 10 major open registries.

We know that offering a quality service is paramount and continually strive to provide solutions which are attractive to clients and also compliant with the relevant rules and regulations.

We are:

- A maritime centre of excellence
- Easily accessible - 24/7 availability of senior staff by phone to answer queries and to deal with problems at a time to suit the client, wherever they are in the world
- Client-focused - a dedicated surveyor and registrar is assigned to each project
- A provider of up to the minute information plus regular bulletins published on key issues
- Value for money – low cost yet high quality of service

### **A DAY IN THE LIFE OF..... An Isle of Man Ship Registrar**

The registry team is a small one consisting of just three full time and one part time members of staff including Senior Registrar Anne Blythe. Responsible for the administrative side of vessel registration, our main job is to ensure that everything is in place to facilitate the smooth registration process for our clients and that there are no surprises on the day any vessel is due to register – although invariably there are! This is the same for vessels due to leave the register, mortgages due to come on or off a vessel and any ownership changes. We need to inform our clients what is required, double check we have everything so that we can give the best possible service.

We offer a 24 hour service and do our utmost to accommodate any urgent requests to help. Because we are located in the same office as the Isle of Man ship surveyors we can liaise easily if any technical or survey issues arise during the registration process. Our job is varied and often 'last minute' which can make for exciting days. Although most of our time is spent in the office, we deal with clients, surveyors and lawyers all over the world as well as here in the Isle of Man.

The whole process is made a lot easier by our computerised registration system, 'MAVIS', allowing us to access ship data quickly and easily and answer queries regarding certificates, CSRs and anything to do with a ship's history with just a few simple clicks. We all have access to the same data and can pick up each other's work at the drop of a hat ensuring a seamless continuity in the services we provide.

We are lucky to be involved in such an interesting field and have a job that is never dull, covering the registration from small local ships to some of the biggest ships in the world, crew complaints, seafarers' documents and registry statistics. From time to time we also assist the marketing manager/senior registrar with marketing activities - just some of the elements a registrar's working day covers...

## **A DAY IN THE LIFE OF..... An Isle of Man Ship Registrar (cont..)**

...It's Monday, 8:00 a.m. and, whilst logging in, you know it's going to be another busy day.

The day begins by checking the email enquiries that have come in over the weekend and these can range from new enquiries, Bunker Certificate applications, Discharge Book applications, mortgage queries and transaction requests.

Urgent emails are dealt with first and there has been one that has come in over the weekend - a request to close a merchant ship from the part 1 register. This has come in out of the blue but luckily the vessel is free from encumbrances (mortgages) so is straight forward. The letter requesting to close the registration needs to be checked to ensure that all is in order (i.e. signed by the correct person and that's it's on the owning company headed paper). Once the vessel has been closed on MAVIS a deletion certificate needs to be generated. A closed CSR is also prepared, issued and forwarded to the flag where the vessel is to be re-registered.

The other emails received are mainly Bunker certificate applications (which we are getting a lot of these as it is the time of year when they expire). Every vessel carrying 1,000GT requires a bunker certificate which makes it one of our busiest times of the year. Once checked that all the details are correct against MAVIS, the certificates are issued and scanned to the client.

In registry, we aim to answer and deal with all our emails the same day they come in – a record for which our clients have commented on many times and one which we are very proud of!

The mail has come in and there is an application to transfer ownership on a pleasure yacht.

The telephone rings and it is a lawyer wanting to discharge a mortgage and also register another one against a commercial yacht. This happens quite often. The mortgage deed is emailed to us whilst the lawyer is on their way to the registry so that we can have everything ready when they arrive (speeding the whole process up).

Then it's back to the transfer of ownership for the pleasure yacht checking that all the application forms, along with the title documents link up as they should. A new certificate is issued and posted out.

Now - time for some lunch...



Denise, Anne, Muriel and Sarah all agree – There's never a dull moment in the registry team!

...After lunch it is time to get the documentation together for a forthcoming registration and arrange to have it couriered to the class society. It is essential to co-ordinate this with the appointed Isle of Man surveyor in case they also have documentation to go out. Once the certificate of registry, carving and marking note, bunker certificate and letter of instruction are all prepared they can be initially scanned to the class surveyor before sending it out by courier.

In the middle of doing this a local fisherman turns up unexpectedly to register his vessel, so the paperwork for class has to be put to one side for a while. It can be hard to plan your day in registry as things often turn up unexpectedly, but that is what makes the job interesting. A meeting room is quickly found, and along with a surveyor the process for registering a boat, including the safety equipment required and documentation needed is carefully explained.

Once the fisherman has left with all the information he needs another client arrives in the office - this time to renew a small ship registration. This can be done quickly while the client waits, and providing they have all the correct documentation usually takes about fifteen minutes. The small ship register is for vessels under 24m in length and is for local owners only; the registration lasts for five years and a couple of months before expiry reminders are sent out to the owners. A similar process is in place for demise registration with a reminder being sent out to the local representatives of the affected vessels prompting them to chase for the renewal documentation if they haven't done already.

Discharge book applications come in throughout the day. Though time consuming, these can sometimes be a welcome distraction with answers on the application form including such gems as 'black and white' for colour of eyes and 'yes' for any distinguishing marks?

It is also a requirement for us to receive the ships articles back after they are closed onboard, and with an unexpected spare half hour, start to record and archive a batch of these. They are not considered urgent but obviously have to be dealt with promptly. Seafarers may ask for copies to prove they have been working on vessels for income tax purposes although this is rare.

Late in the afternoon a new Continuous Synopsis Record (CSR) is required for one of our merchant vessels, this is due to a change in class and with the assistance of a principal surveyor the necessary changes are made and the CSR produced and couriered out to the technical managers of the ship.

...Leave the office at around 5.00pm remembering to take the file for a vessel that is registering late this evening. The Registry offers a 24 hour service by arrangement and as a lot of our vessels come from the Far East this can mean very late nights or early mornings. Luckily in most cases these can be done from home and it is not unusual for a registrar to be working from home at two o'clock in the morning, dressed in her pyjamas, liaising with a surveyor in South Korea, an owner in Europe and a banker in London! Luckily tonight's registration goes smoothly so it's straight back to bed for a good night's rest before getting up and starting all over again!

If you have any enquiries regarding vessel registration please contact us by email at: [registry.marine@gov.im](mailto:registry.marine@gov.im)

## **Maritime Labour Convention Update**

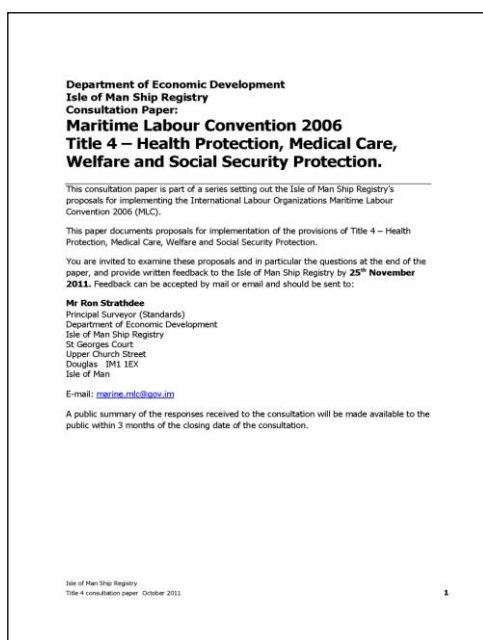
2011 has been yet another busy year for the Ship Registry Maritime Labour Convention (MLC) team and included a seminar, the consultation papers for all 5 MLC titles being published and the year concluded with draft versions of MLC regulations being produced.

The Ship Registry MLC seminar was held in February at the Villa Marina in Douglas. This event was fully attended with over 100 representatives from shipping organisations based on the Island, the UK and other European countries. The objective of the seminar was to explain to Shipowners with Isle of Man registered vessels how to ensure their vessels are MLC compliant. All four members of the project team were delegated to give talks on subjects which included how to get MLC certification, recruitment and placement services and feedback from the trial inspections carried out by Ship Registry surveyors. There were also guest speakers explaining the Shipowners perspective and Lloyds Registers findings during MLC inspections. The seminar concluded with a question and answer session with the policy team in the spotlight and a succession of questions from shipowners. We believe the seminar has been yet another way that the Ship Registry has brought attention to the shipping community the importance of being ready for the Maritime Labour Convention.



*Isle of Man Surveyor and member of the MLC Policy team Mr Paul Grace outlines inspection requirements to an appreciative audience attending the MLC seminar*

During 2011 the Ship Registry has published five consultation papers, each one covering a different MLC title. The intention has been to consult on policy and where necessary state how the requirements can be met. A decision has also been made to move certain sections into 'evidence of compliance'. Therefore in some cases the core MLC requirement will be placed in legislation and separate guidance will be issued on what would be one method of demonstrating compliance. For example the core requirement for Seafarers Employment Agreements will be legislated for, following which guidance will be produced with an example of a Seafarers Employment Agreement which meets the Ship Registry's requirements. The regulations and evidence of compliance will be explained in circulars known as a Maritime Labour Notice or MLN (*apologies for the use of another acronym*). These MLN's will start to be published in 2012.



All of the consultation periods have now closed and the feedback received from both the consultation and the seminar have been highly appreciated and have significantly assisted in generating MLC policy. With the consultations completed the Ship Registry legislation team have been dedicating their time converting the policy into legislation. This is by no means an easy task as all existing legislation has to be researched and revoked or amended to ensure there are no discrepancies with the new and existing requirements. The intention is to have all the MLC legislation written in one package to simplify the process and ease understanding. Already the legislation for Title 2 Conditions of Employment has been completed.

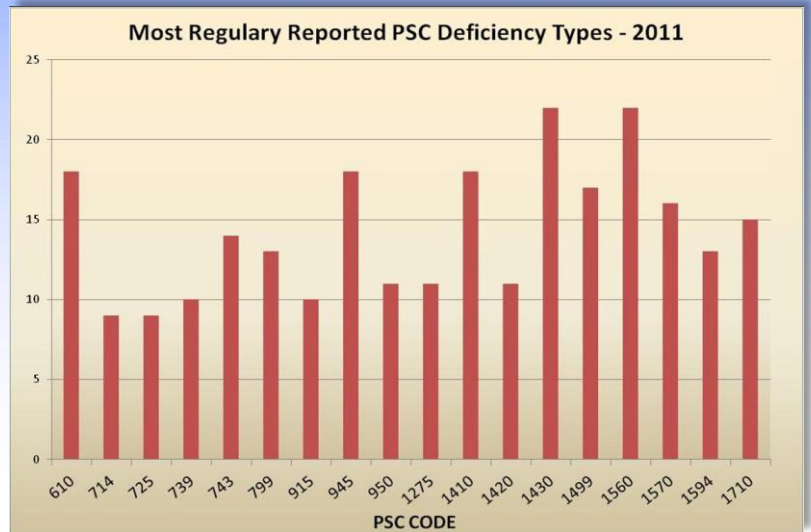
Internationally, 2011 started with MLC being ratified by only 10 countries. During the year and especially the last 6 months a succession of countries ratified the convention bringing the final 2011 figure to 22 countries. So with more countries ratifying the magic number of 30 ratified countries could well be reached before the middle of 2012, although we are very wary of speculating on an exact date. The best advice the Ship Registry can give in 2012 is for Shipowners to ensure their vessels are MLC compliant as soon as possible. For advice on how this can be achieved please visit the Ship Registry website or email the MLC team on [marine.mlc@gov.im](mailto:marine.mlc@gov.im)

Finally we would like to pass our thanks on to Dr. Sue George - our 'Policy Expert' who worked with the MLC team for several months during 2011. Sue brought her wide ranging practical experience from working on major policy projects in her home town of Melbourne, Australia to the team and was a tremendous help with her ability to simplify the policy process and clearly explain policy decisions.



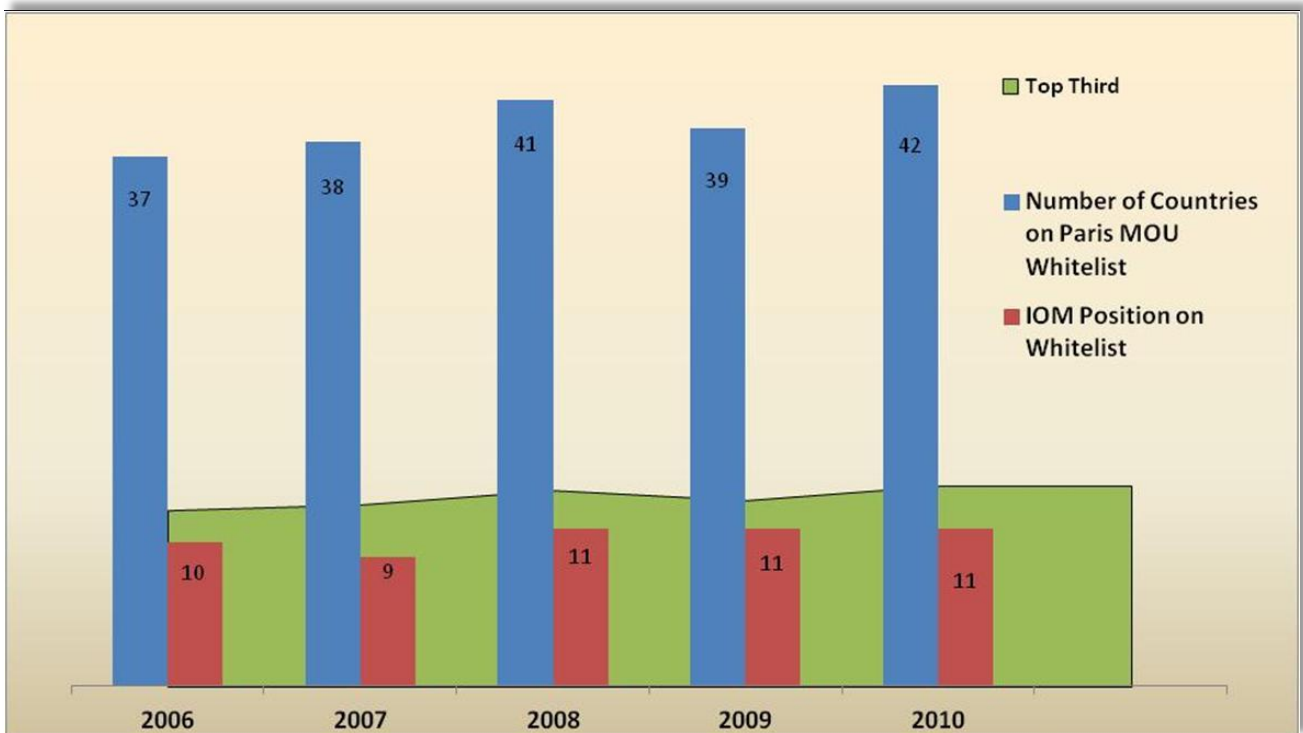
## Port State Control

The Isle of Man Ship Registry actively gathers and analyses data on all its vessels from a number of key PSC regions which cover the major part of the world, namely; Paris, USA, Tokyo, Black Sea, Riyadh, Indian Ocean, Mediterranean, Caribbean and Abuja. When coupled with data from our own inspections the information allows us to take a proactive role by providing a comprehensive overview of fleet performance.



This approach of monitoring trends helps the team to identify potential concerns that can subsequently be addressed before they become a bigger issue leading to problems during Port State inspections.

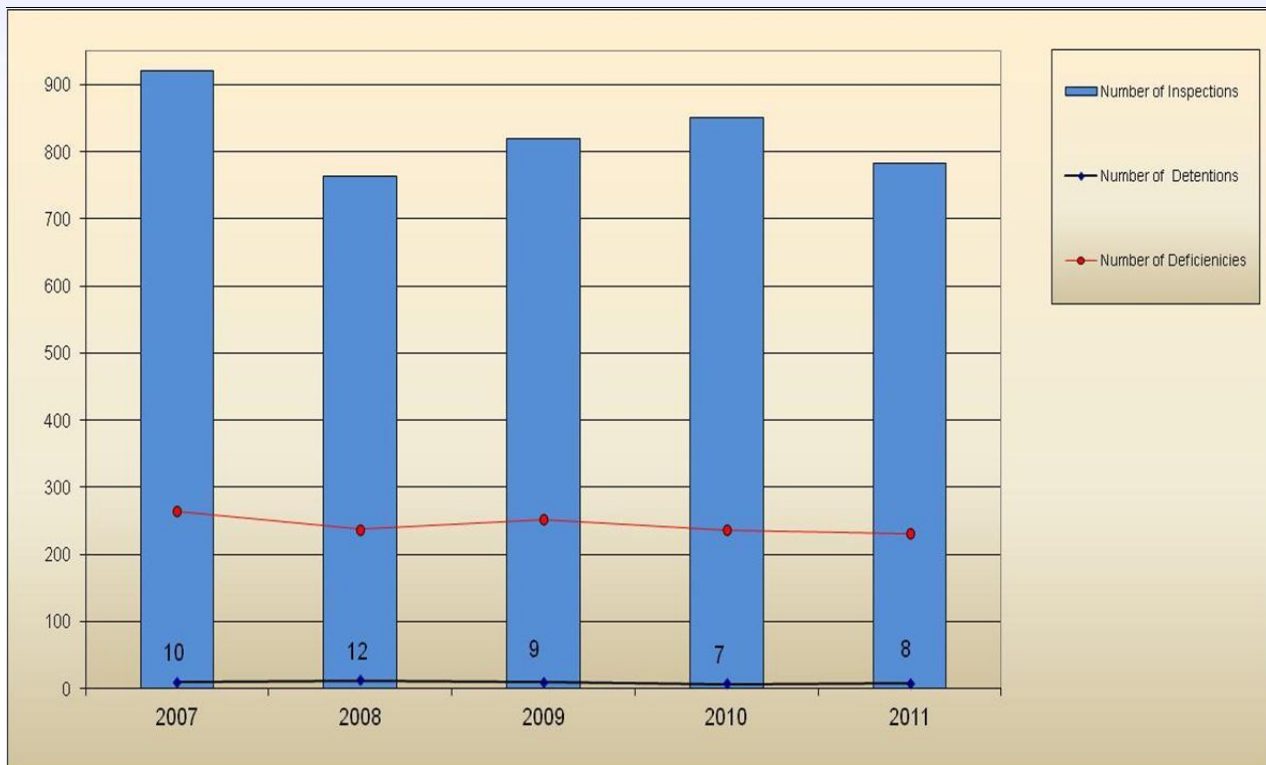
Through a strategy of positive engagement that keeps shipowners, operators and seafarers aware of the requirements within the regional PSC areas via our dedicated PSC coordinator, and by using an internal system that provides an early warning of possible problems, we are able to maintain our position on the world's white lists.



STAYING IN THE TOP THIRD OF THE PARIS MOU WHITE LIST IS A LONG TERM OBJECTIVE

We are pleased to be included on the list of Flag States which meet the criteria for Low Risk Ships by the Paris MOU and to be one of only twenty qualifying Flag Administrations for the USCG QUALSHIP 21 program.

As a consequence, the number of IOM flagged vessels subject to Port State Inspections in those regions is reduced.



5 YEAR PSC DATA ON IOM FLAGGED VESSELS (WORLDWIDE)

The annual Shipping Industry Flag State Performance Table issued by the International Chamber of Shipping highlights positive performance indicators for over 100 flag states covering a range of measures including, amongst others, Port State Control performance, ratification of conventions and age of fleet. In 2011, the Isle of Man had positive indicators in all the reporting categories. Of 107 listed Flag States in 2011 only 12 achieved this status.



If you have any enquiries regarding PSC please contact us by email at: [marine.survey@gov.im](mailto:marine.survey@gov.im)

## **CASUALTIES, ACCIDENTS AND INCIDENTS SUMMARY**

	2007	2008	2009	2010	2011
Casualties	6	9	15	7	16
Accidents	29	25	26	50	39
Incidents	1	1	16	12	16
<b>Totals</b>	<b>36</b>	<b>35</b>	<b>57</b>	<b>69</b>	<b>71</b>
	2007	2008	2009	2010	2011
Collision, Foundering or Stranding	4	3	7	13	18
Fire	3	6	3	5	7
Explosion	0	1	0	0	0
Pipe System: Explosion, Collapse or Bursting	0	0	3	1	1
Sudden uncontrolled release from a system or pressure vessel	1	2	3	1	1
Accidental ignition of flammable material	0	1	0	0	0
Electrical short circuit or overload	1	0	0	0	0
Failure of any lifting device	1	1	3	2	3
Slips or falls (same level)	4	4	3	7	5
Slips or falls (different levels)	5	2	7	3	6
Incidents involving access to or from the vessel	1	1	2	1	2
Incidents involving mooring ropes or hawses	4	2	4	7	2
Incidents involving lifting equipment	1	3	4	1	1
Exposure to hazardous or toxic substances	0	0	0	2	2
Man Overboard	1	0	2	5	2
Electric shock	1	0	0	0	1
Violence to the person	0	2	0	0	1
Other*	9	7	16	21	19

\*'Other' occurrences included:-

- Injuries sustained during cargo operations
- Serious finger lacerations caused by closing doors and handling knives
- Lifeboat brake failures
- Thruster failures when manoeuvring
- ME failures resulting in complete loss of power
- Vessel bodily dropped from a vessel transporting crane in shipyard
- High pressure washer sprayed in the face

2011 saw a significant movement in the number of casualties compared to 2010 with occurrences involving collisions and groundings particularly dominant. Slips and falls continue to be the biggest hazard at sea and the main cause of injury on board. The flat trend across the last few years for incidents involving trips and falls highlights the need for constant vigilance and a proactive approach to ensuring proper safety controls are in place wherever possible.

Type of Vessel	Cas.	Acc.	Inc.	Deaths	Injuries
Passenger	1	3	1	-	3
Oil	2	6	7	1	3
Gas	1	2	-	-	3
Bulk	4	2	3	3	3
Offshore/Standby	2	11	2	-	7
Other cargo Vessel	2	7	1	-	6
Commercial Yacht	2	8	2	-	8
Pleasure Vessel	1	-	-	-	-
Fishing Vessel	1	-	-	-	-
<b>Total</b>	<b>16</b>	<b>39</b>	<b>16</b>	<b>4</b>	<b>33</b>

**NUMBER OF CASUALTIES, ACCIDENTS AND INCIDENTS PER VESSEL TYPE 2011**

The Isle of Man Ship Registry is committed to assisting seafarers, managers, owners and operators of Manx vessels in achieving and maintaining high standards of safety and pollution prevention measures. However, occasionally things can go wrong. When they do the Master or Ship owner is required by law to submit a report to the registry on what has occurred (Accident Report Form, ARF1 should be on board and can be downloaded from the Ship Registry website). From these reports and information from any subsequent investigations we can alert the industry on any specific areas or activities where additional controls may be needed and hopefully prevent, or at least minimise, the chances of similar events from happening again.

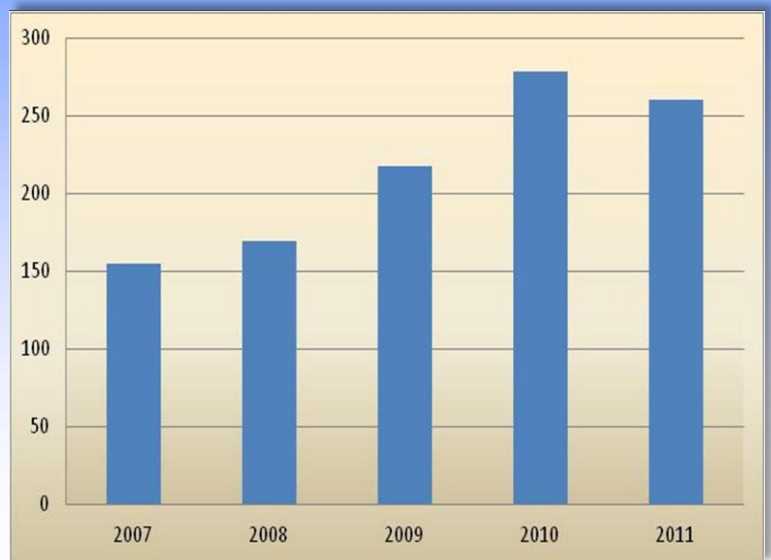
[Visit our website to view the full 2011 Casualty, Accident and Incident Report](#)

## **SURVEY & INSPECTION** **ACTIVITY**

The closing of 2011 saw the Isle of Man placed as the flag with the 6<sup>th</sup> highest growth (11.4% GRT) in the world so it was inevitable that we recorded another busy year for our surveyors.

55 merchant ships and 9 commercial yachts joined the register making it a particularly demanding time for pre-registration surveys.

Over 250 inspection or survey visits worldwide were carried out by the survey team who often met several vessels during a single trip in order to capitalise on their presence there.



NUMBER OF INSPECTIONS & SURVEYS UNDERTAKEN



IOM surveyors work alongside shipowners and seafarers to ensure that a high level of service is delivered in a pragmatic and timely manner. Advice and guidance is provided through published Shipping Notices and Industry Circulars, (available through our website), as well as directly from the surveyor during the inspections when they will often address the crew or office staff on any new developments or forthcoming events.

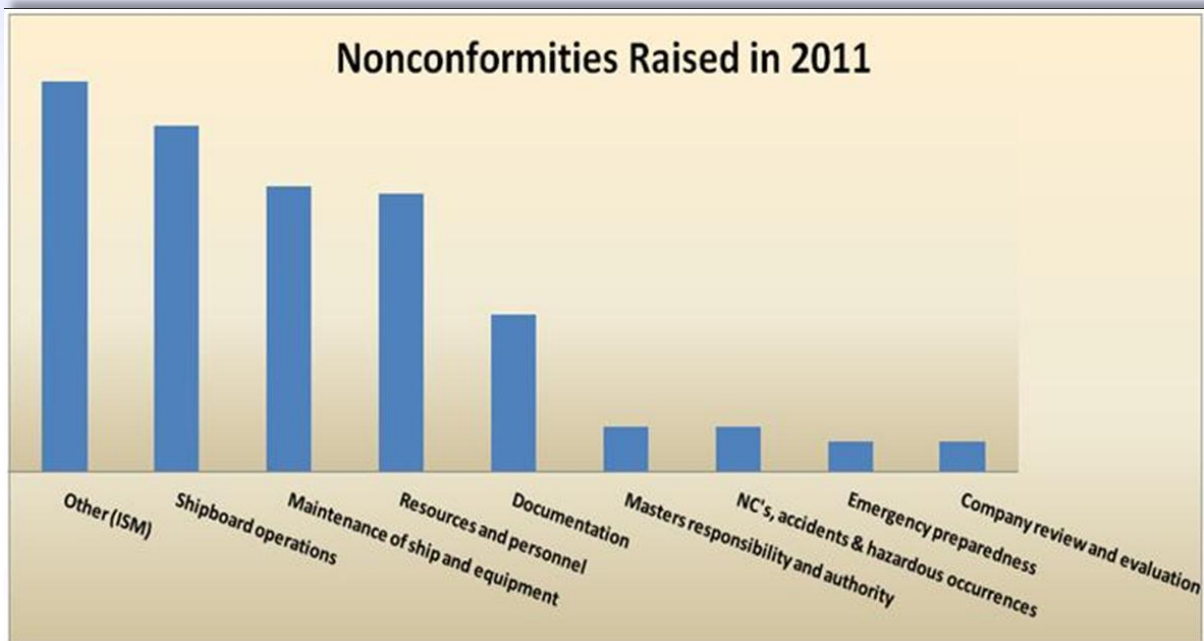
The Registry continues to arrange for existing registered vessels to be visited by an IOM surveyor twice in every five year period to conduct ISM and ISPS intermediate and renewal audits as well as confirming that ILO 178 requirements are being maintained. A general inspection will also be carried out.

To assist with the growing number of inspections IOMSR has appointed dedicated contracted surveyors in strategic locations around the world. In line with a long term vision to provide a service which is economically beneficial to ship owners and operators, these appointments allow for the provision of inspection services where survey travel time and costs can be significantly reduced.

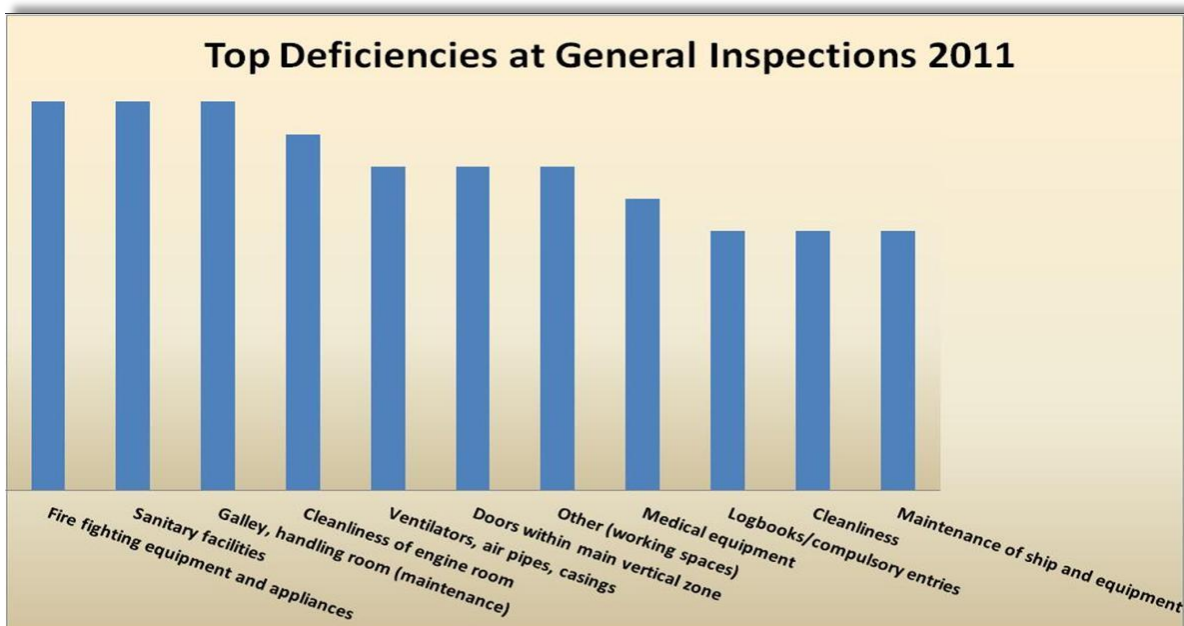


215 ISM non-conformances were actioned during the year and the graph below highlights the areas where most deficiencies were found. Analysis of the data helps IOMSR focus on specific areas where advice can be targeted towards driving down common deficiencies as well as increasing awareness of ship owners and operators.

One of the biggest causes for the NCN's, (Non Conformance Notes) that were issued was a failure to comply with mandatory rules and regulations. Often documentation was not completed as required and in several cases obligatory documents were not on board.



Deficiencies reported from the General Inspections that are carried out during the ISM audits are similarly analysed to provide data that allows the key issues to be recognised and targeted. Of over 400 G.I. deficiencies reported the top 25% are represented below.



Actively managing the data from inspections and surveys provides the information that helps sustain a proactive approach that, in turn, aids quality improvement across the fleet.



## **SOME CUSTOMER FEEDBACK FROM 2011**

*We find that the surveyor did an exceptional job. We take his recommendations and knowledge with high regard.*

*Audit was very well planned and executed without any stress to the crew.*

*Still the swiftest registry in the world!!!*

*Thanks for the very quick response to my request. I'm impressed!*

*All personnel of the Ship Registry are committed to their responsibilities and they work as one family.*

*The surveyor conducted the audit in a most professional, thorough and reasonable manner.*

*One of the most beneficial flag visits of the past 10 years...a vast improvement on other flags.*

*May I thank you all for the swift actions and smooth transfer of the vessel to IOM flag.*

*Your prompt reply is clear, honest and helpful. This has been in keeping with all our experiences with Isle of Man through this new building period.*

*Many thanks for this, and we very much appreciate the register going the extra mile, and taking the initiative to follow up.*

*Wow this is incredibly fast. Many thanks.*

*In my opinion the Isle of Man Registry is one of the best registries to work with.*

*Once again the service has been fantastic from you and the IOM registry.*

*It is refreshing and a delight to deal with your Registry.*

*What can I say? Astounding service to get a new registration 20 hours after notification.*

*Thank you once again for your super efficiency.*

*No other words but AMAZING and BRILLIANT - Thank you so much!*

*It's not the job that you do - it's the pleasant and professional way you do it. That's what makes the difference. Thanks for making things a lot easier.*

*Very advantageous to have ship surveyors located in close proximity to operations in Asia area.*

*Top, first class service once again from IOM!*



# Why Isle of Man?

- A quality flag which matches client's expectations
- A centre of maritime excellence
- Delivering harmonious relationships
- Providing the ideal solution
- We put the client first

## Isle of Man Offers lower risk

- The Isle of Man Ship Registry is high quality and one of the world's best:
  - Paris MOU White List ✓
  - Tokyo MOU White List ✓
  - USCG Qualship 21 ✓
- Less scrutiny of Isle of Man ships in ports around the world

## **CONTACT US**

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Certified to the ISO9001:2008 Quality Standard and the Investor in People Silver Standard

The information in this 2011 Annual Report can be provided in large print, on request.