

# Isle of Man Ship Registry

Serving the international maritime industry for over 30 years



**ANNUAL REPORT 2014**

**“The Isle of Man is a modern ship registry with a strong emphasis on quality, high standards and efficient service, aimed at providing a first class service for today’s discerning owner.”**

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\*Front cover photograph:

Top: Yacht M5 with kind acknowledgement to Andrew Wright Superyacht Photography

Page 4: Berge Neblina with kind acknowledgement to Berge Bulk (Singapore) Pte. Ltd.

Page 30 & 31: Sunset at Bradda Head, Isle of Man (Courtesy of Ron Strathdee, Principal Surveyor Isle of Man Ship Registry)

## FOREWORD FROM THE MINISTER FOR ECONOMIC DEVELOPMENT



This is my first year as DED Minister with responsibility for the Isle of Man's highly successful Ship Registry as part of my portfolio. I must say I have been extremely impressed with the dedication and professionalism of the team and I am delighted with the way they work with our private sector colleagues in the Isle of Man to make the maritime sector the success it is today.

The register is a great example of how customer focus can run hand in hand with appropriate regulation as long as there is commercial awareness and a common goal of high standards by both parties. The clients of the register and other stakeholders hold the register in high esteem and I will continue to support them to ensure they can keep delivering their high levels of service and grow the register appropriately.

The maritime sector on the Isle of Man is a key element in my Department's drive to diversify the economy. Last year the Ship Registry celebrated 30 years in operation as an international ship register and has been at the heart of developing opportunities and growth on-Island for maritime business since its inception in September 1984. It is now a global player and has helped to create a maritime centre of excellence on the Isle of Man.

I commend this report to you and I would like to take this opportunity to extend my thanks to the hardworking team at the Ship Registry and to all of their clients for helping to make 2014 another very successful year.

**Laurence Skelly**  
MHK



## INTRODUCTION FROM DICK WELSH IOM SHIP REGISTRY DIRECTOR



2014 has been another great year for the Ship Registry. A year in which we celebrated 30 years as an international register, although the register itself dates back as far as 1786. During the year we registered over 100 ships and superyachts, finishing the year with 15.7 million gross registered tons. This puts the Isle of Man at number 14 in the table of world registers by tonnage. We have put in place a local representative in Singapore and see this is an important step in the right direction towards a representative office in this key location. We also hit all the right targets for compliance with the Maritime Labour Convention; with a brand new instrument to enact this important convention and with all ships inspected and certified by the due date. This was a momentous task. Our internal operating systems were once again renewed to ISO 9001:2008.

In 2014 we also introduced an important Green Ship Incentive scheme, providing owners with a reduction in fees for energy efficient ships which are in advance of IMO's implementation schedule. We have also started on the road towards certification to the environmental standard ISO 14001. This helps to align our Administration with the drive towards energy efficiency in the global maritime industry.

We have continued to see growth from Asia, in particular Singapore. We also had a very successful show at this year's Monaco Yacht Show and hope to see many new Isle of Man yachts registering in the Isle of Man in the coming year, as previous problems with Balearic Charter licences have been resolved. In terms of quality we expect to hit the three key targets of Paris and Tokyo MOU whitelists plus USCG Qualship 21, when the lists are published in 2015. This demonstrates the quality of the fleet and of the owners and operators who choose the Isle of Man flag.

All of this has been achieved with a small but dedicated team of professionals, of which I am immensely proud. They always go the extra mile to make the Isle of Man experience the best it can be and my heartfelt thanks go to them all for another great year.

**Dick Welsh**  
IOM SHIP REGISTRY DIRECTOR

# CAPT RAJA RAY OUR MAN IN ASIA



**My association with the Ship Registry began in 2007 when, as manager of Projects at AET Ship Management Singapore, I was asked to register 3 new build Aframax tankers with the Isle of Man.**

This was a first for our company as all of our vessels were registered with either Singapore or Malaysia. It was also my first meeting with Dick Welsh in the Singapore AET office.

The registrations went very smoothly and, later in 2008 when I became the DPA/CSO of the same company, my interaction with the Registry increased. I was always amazed at how the Registry managed to do everything in an uncomplicated and simple manner, without ever losing their patience and always extending a helping hand.

In early 2011 I was posted for three years to the London AET office as a Fleet Business Partner. During this time I renewed my contact with Dick and also managed to pay a visit to the Registry Offices in Douglas. I was able to persuade AET London to take part in the Registry's annual golf tournament from that year on.

My association with Dick continued with meetings whenever he came to London and during this period he mentioned his proposal to have somebody representing the Registry in Singapore. Having been with AET for so long, I initially balked at Dick's suggestion that I may become the Singapore representative. However Dick did not give up and finally, three years later, I agreed.

After serving AET in various roles for 19 years, I resigned as Fleet Manager in June 2014 and floated my own company, Ray Marine Services Pte Ltd. The Ship Registry appointed me on a part-time basis as Business Development Manager and Surveyor.

I conduct ISM/ISPS/MLC/DOC audits for the Registry on board vessels and in offices in this region as part of a team of independent surveyors in strategic locations. Surveying vessels has been very refreshing for me and is something I have always enjoyed. As an HSSE superintendent with AET I completed many ISM/ISPS audits and I have always found interacting with ships' crew a satisfying experience.

For 5 days of each month I focus on business development which involves visiting existing clients as well as promoting the Registry to new ship owners and managers and gathering information to pass on to Dick.

I have arranged numerous meetings with many prospective new customers for Dick during his two visits to Singapore and the results have been very positive. It was wonderful to see about 50 people attend an informal drinks and dinner evening we had organised during Dick's visit in November 2014. Everyone thoroughly enjoyed the event and we received exceptionally good feedback



**Captain Raja Delivering a presentation to a senior staff seminar for Union Marine Management in Manila.**

I have promoted the Registry at many social events in Singapore and have generally raised the awareness of the marine fraternity in Singapore to the Registry and what we have to offer. Now that our existing customers are aware of my presence in Singapore, I receive many queries about various topics.

Meeting with the likes of the Maritime and Port Authority of Singapore (MPA), Berge Bulk, BW Ship Management, Pioneer Marine advisers and with Class Societies as a part of the Ship Registry has been an enlightening experience for me.

My first 6 months with the Registry have been very interesting and I am grateful to Ron, David, Mark, Chris, Ashley, Robert, Dick, Ray, Melanie and all of the staff, for the help and co-operation they have extended to me and for making me feel part of the Isle of Man Registry family.

I am proud to be a part of such a professional team and I am sure I can help to enhance and grow the Ship Registry in 2015.



**Captain Raja is a keen member of the Mariners Golfing Group and used the above event to promote the Isle of Man Ship Registry.**

# POLICY & LEGISLATION UPDATE

During 2014 the policy and legislation team completed the following key projects:

## Maritime Labour Convention inspections

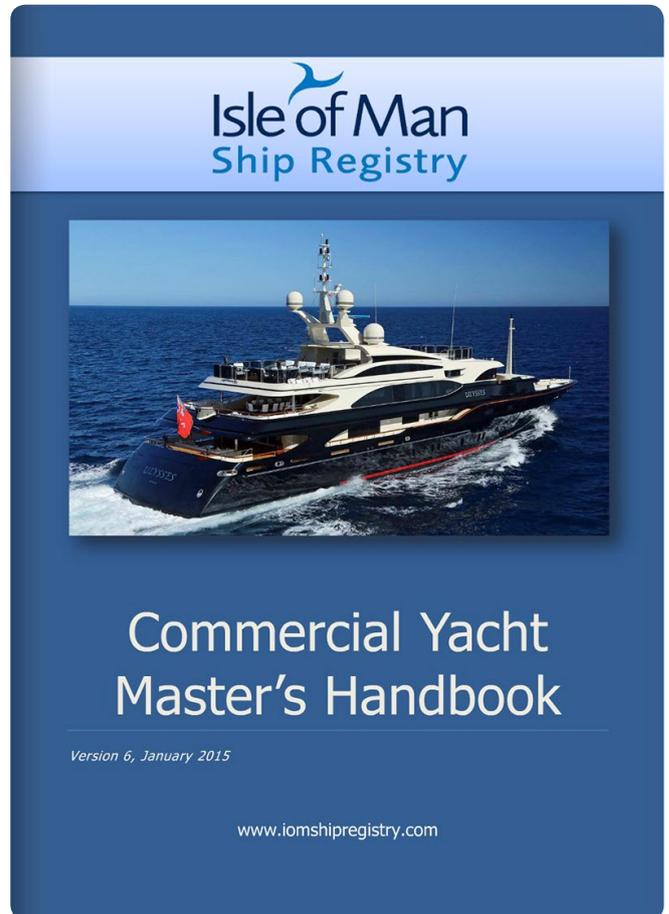
At the beginning of 2014 the top priority at the Ship Registry was to ensure all Isle of Man (IOM) registered commercial vessels were inspected and certificated under the Maritime Labour Convention before 7th August 2014. During the first few months of the year our phones and emails were constantly busy with shipowners arranging inspections for their ships and approval of MLC documentation. We are delighted to report that our targets were met on time and 417 vessels were inspected by IOM surveyors and issued with the required certification.

MLC has now become part of the daily routine for both shipowners and seafarers and by the end of 2014 MLC related enquires slowed to a trickle. To show how far this Convention has progressed, the year ended with the first IOM registered vessel successfully undergoing an intermediate MLC inspection (required 2 - 3 years after the initial inspection). Now that all IOM registered vessels have completed their initial inspections, the cycle has already moved on to ensuring the intermediate inspections are completed.

After focussing all of the Ship Registry's resources on ensuring policy and legislation was finalised to implement the Maritime Labour Convention as time-effectively as possible, we were then able to concentrate on bringing other areas of legislation up-to-date with changes to international requirements.

## Large Commercial Yacht Code

New Regulations to implement the 3rd edition of the Large Commercial Yacht Code came into operation on January 2015. This includes an Isle of Man National Annex which adds specific requirements such as manning scales and seafarers' certification requirements. In order to assist clients we have also produced a new version of the commercial yacht master's handbook. The new handbook is now an electronic publication that can be downloaded from the Ship Registry's website and may be viewed on a computer, tablet or mobile phone.



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## Nairobi Wreck Removal Convention

Legislation implementing the Nairobi Wreck Removal Convention was approved at the January 2015 sitting of Tynwald (the Isle of Man Parliament). Extension of the Convention has been requested from the UK and should be received well before April 14th 2015 (the date the Convention enters into force). This Convention requires vessels of 300 gross tonnage (GT) or above to have insurance to cover the costs of locating, marking and removing a wreck. From 14th April 2015 all vessels of 300GT and above will require a Wreck Removal Certificate. As soon as the Convention has been extended to the Isle of Man we will advise clients on how to apply for this certification.

## Anti-fouling Systems Convention and MARPOL

During 2014 we introduced legislation to give effect to the Anti-fouling Systems Convention and this Convention has now been extended to the Isle of Man. MARPOL Annex IV (Sewage), V (Garbage) and VI (Air Pollution) legislation has been re-written to include the latest IMO requirements. MARPOL has greatly contributed to a significant decrease in pollution from international shipping and applies to 99% of the world's merchant tonnage

## STCW

The STCW Convention and minimum manning legislation has been renewed to implement the STCW 2010 Manila Amendments and changes to SOLAS V regulation 14 manning requirements.

The main changes to the existing requirements have been explained in a series of Manx Shipping Notices (MSNs) and are summarised below:

- MSN 050 details the phase-in period for the implementation of the STCW Manila Amendments.
- All vessels registering with the Isle of Man must apply for a Minimum Safe Manning Document following the transparent procedures laid out in MSN 052. The Minimum Safe Manning application form S019 has been amended accordingly.
- The IOM Endorsement application process has been clearly explained in MSN 051 and the application form A-1 has been simplified.
- The Pleasure Vessel Manning Regulations have been revoked and pleasure vessels of 24 metres and over must now comply with MSN 033.

## New legislation for 2015

At the end of 2014 drafting was nearly complete for legislation implementing the revised MARPOL Annex III (Prevention of Pollution by Harmful Substances) and to bring MARPOL Protocol I (Reports on Incidents Involving Harmful Substances) and SOLAS VII (Carriage of Dangerous Goods) legislation up-to-date. New legislation for ship's medical stores is also near completion and work has been carried out on several other projects, including a new version of the Official Log Book, which will come to fruition in 2015.

To check the latest legislation, Manx Shipping Notices and consultations please visit our legislation news page:

[www.iomshipregistry.com/Legislation/news.xml](http://www.iomshipregistry.com/Legislation/news.xml)

# STAYING INFORMED

The Isle of Man Ship Registry publishes a range of documents which provide up to date information which is useful to masters, owners or operators of Isle of Man registered vessels or those seeking to register vessels in the Isle of Man for the first time. Covering a wide range of topics the following notices and circulars can easily be accessed via the Ship Registry website at any time.

## MARITIME LABOUR NOTICES (AS AT APRIL 2015)

<b>MLN 001</b>	<b>Index</b>
MLN 1.1	Young Persons
MLN 1.2	Medical Certificates
MLN 1.3	Training and Qualifications
MLN 1.4	Recruitment and placement
MLN 1.4.8	Possible Problems Signing on a Non MLC Ship
MLN 2.1	Seafarers Employment Agreements
MLN 2.1a	Crew Lists
MLN 2.2	Seafarer's Wages
MLN 2.3	Hours of Work and Hours of Rest
MLN 2.4	Entitlement to Leave
MLN 2.5	Repatriation
MLN 2.6	Seafarers compensation for the Ships Loss or Foundering
MLN 3.1	Accommodation & Recreational Facilities
MLN 3.2	Food and Catering
MLN 4.1	Medical Care on board Ship and Ashore
MLN 4.2	Shipowners Liability
MLN 4.3a	Health & Safety Policies
MLN 4.3b	Health & Safety - Vibration
MLN 4.3c	Health & Safety - Noise
MLN 4.3d	Health & Safety - Chemicals
MLN 4.3e	Reporting Accidents, Incidents & Diseases
MLN 4.4	Access to Shore Based Welfare Facilities
MLN 5.0	Implementation Dates FAQ
MLN 5.1.3 & 5.1.4	Certification, Inspection and Enforcement
MLN 5.1.5	On board Complaint Procedures
MLN 6.0	Amendments to DMLC Part II and SEA

## REGISTRY ADVICE NOTICES (AS AT APRIL 2015)

<b>RAN 00</b>	<b>Index</b>
RAN 01	Registration of Manx Ships and Yachts under Part 1 (The Main Register)
RAN 02	Persons qualified to own a Manx Ship
RAN 03	Certificates of Survey and Tonnage Measurement of Pleasure Yachts <24m
RAN 04	The Merchant Shipping (Tonnage) Regulations 1998
RAN 05	Ownership of Manx Ships by Limited Partnership
RAN 06	Demise Charter Registration of Ships in the Isle of Man
RAN 08	Exemption of Pleasure Craft Registered under the 'Small Ships Register'
RAN 09	Small Ships Register
RAN 10	Registration of Fishing Vessels in the Isle of Man
RAN 11	Issue of British Seaman's Cards and Discharge Books
RAN 14	Civil Liability for Oil Pollution
RAN 15	Representative Persons

## MARITIME SHIPPING NOTICES (AS AT APRIL 2015)

<b>MLN 001</b>	<b>Index</b>
MSN 003	Accident Reporting
MSN 004	Official Log Book Guidance
MSN 005	Musters and Drills and on board Training
MSN 006	Medical Stores Requirements
MSN 007	Magnetic Compass Adjustment
MSN 009	Hook Arrangements for Lifeboats, Rescue boats and Life Rafts
MSN 010	Lifeboat Recovery Strops
MSN 011	LSA - Wire Rope Terminations
MSN 012	SSAS and Competent Authority
MSN 018	Requirements for Carriage of Immersion Suits
MSN 020	Recognised Organisations
MSN 022	Voyage Data Recorders – recovery of data
MSN 023	Enclosed Space Entry, Timber Cargoes
MSN 024	INMARSAT Fleet7
MSN 025	Tenders to Commercial Yachts
MSN 028	LRIT “Conformance Test Report”
MSN 029	IMO Unique Company and Registered Owner ID Number & Changes to the CSR
MSN 031	Means of Escape
MSN 032	Long Range Identification and Tracking of Ships – Important information
MSN 033	Pleasure Vessel Manning
MSN 034	Risk Assessment for ISM Code Compliance
MSN 035	MARPOL Annex VI Records
MSN 036	MARPOL Annex I and Changes to the Oil Record Book Parts I & II
MSN 037	Commercial Yachts – Intact & Damage Stability
MSN 038	MARPOL Annex VI
MSN 040	Fire Fighting Outfits
MSN 041	MARPOL ANNEX IV
MSN 042	Norsafe Lifeboat NLH 70 Onload Release Systems
MSN 043	Revised MARPOL Annex V
MSN 044	IBC Ch.18.2 Guidance
MSN 045	Use of Private Contracted Armed Security Personnel (PCASP)
MSN 046	STCW Convention Regulation VI/6 Security Training
MSN 047	Anti-fouling Systems Convention
MSN 048	Ship Security Plan Approval and Amendment Process
MSN 049	MARPOL ANNEX VI - Fuel Oil Local Suppliers
MSN 050	Isle of Man Regulations implementing the STCW Manila Amendments
MSN 051	Isle of Man Endorsement Application Process
MSN 052	Minimum Safe Manning Requirements
MSN 053	Ballast Water Management Convention New Implementation Schedule

## INDUSTRY CIRCULARS (AS AT APRIL 2015)

<b>01</b>	<b>Index</b>
02	Bulk CO <sup>2</sup> Fire Fighting Systems. Survey Requirements for Isle of Man Ships
06	Periodic Inspection, Testing and Maintenance of Compressed Gas Cylinders, Fire Extinguishers and Fixed Fire-Protection Systems
08	Emergency Escape Breathing Devices – EEBDs
09	Lifting Appliances, Lifting Gear and Plant – Competent Persons
11	Carriage of Medical Oxygen Cylinders
12	MARPOL 73/78
13	MARPOL Sewage Implementation Date
14	Installation and Maintenance of Oxy-Acetylene Equipment
15	Isle of Man Ship Registry Deficiency and Non-conformance close out Procedure
17	Bridge Navigational Watch Alarm System
18	ISM Reporting Style
19	Bunker Change Over Procedures
20	Refrigeration Gas Cylinder Testing

# HIGHLIGHTS

## NEW HAT FOR SHIP REGISTRY DIRECTOR

Unable to resist the lure of the footplate during an evening outing on the famous IOM steam railway, Ship Registry director Dick Welsh was snapped trying on the driver's hat. More Trumpton than Cannonball Express we think Dick!



## REGISTRY TAKES POSSESSION OF LNG CARRIER FROM BRITISH PETROLEUM

Docking in September and taking pride of place at the entrance of the Ship Registry is a 1/150th scale model of the 93,498GT gas carrier 'British Innovator' which has been loaned to us by the local BP office. The glass encased model has created a great deal of interest amongst visitors who often stop for a closer look. Somewhat uniquely, a cut-out hull section allows viewers to see right into the tank area.



## ISLE OF MAN SHIP REGISTRY CELEBRATES 30 YEARS OF SUCCESS

The Isle of Man Ship Registry celebrated its 30th anniversary in 2014. As far back as 1786 the Isle of Man had a register of ships, but it was September 1984 when its operation as an international register was launched.

Alan Crowe MLC, the Department's Political Member with responsibility for the Ship Registry said:

*'I am immensely proud of what the Ship Registry has achieved in its 30 years of operation. The maritime sector has become very important to the Isle of Man and now employs around 600 people. The Registry provides the hub for the maritime-related activities by a large number of firms in the Island, which delivers real economic benefit to our economy. The Registry team puts a lot of effort into delivering a world class service for their global clients, which attracts owners of high quality ships and superyachts to register their vessels here.'*



## MONACO YACHT SHOW

Sharing the stand this year with several private sector partners from the Isle of Man, the Ship Registry team of John Garland, Angus Lamming, Denise Gartshore and Dick Welsh (pictured) ensured that the 'Isle of Man - Where You Can' message was well promoted throughout their visit to the biggest yacht show in Europe.



## ISO CERTIFICATION SUCCESS FOR REGISTRY

The Isle of Man Ship Registry announced the renewal of their ISO 9001:2008 certification after successful audits of their quality management systems.

Ship Registry Quality Manager, Ray Ferguson stated;

*'Customer focus and the quality of service have been key factors in the continued success of the Isle of Man Ship Registry, which is recognised as one of the leading ship registers in the world. Continual internal self-assessments linked to appropriate performance measurements and coupled with regular external audits by independent assessment bodies such as LRQA provide assurance to clients that all our systems and procedures are operated in a robust and controlled manner.'*

L-R; Dick Welsh, holding the new certification; Alan Crowe MLC, Department Member with responsibility for Ship Registry and the Minister for Economic Development, Laurence Skelly MHK



## A LIFE SAVER FOR MANX FISHERMEN

Specially designed life jackets are being issued to Manx fishermen as a result of a joint funding project by the Isle of Man Fishermen's Mission, Department of Environment, Food and Agriculture and the Department of Economic Development's Ship Registry.

The supply of the life jackets has been managed by the IOM Fishermen's Mission who will also set up arrangements for annual servicing including potentially a free first year service, to ensure the equipment stays in top condition.

The life jackets are specifically designed for use by fishermen, being light and comfortable to wear without impeding working practices at sea. 130 jackets will be supplied to fishermen on 72 Manx registered fishing boats.



Principal Surveyor David Gooberman handing over one of the new life jackets

## SHIP REGISTRY CHARITY GOLF DAY BENEFITS KING GEORGE FUND

72 players, representing 19 different teams, including entrants who had travelled to the Island from England and Wales, teed off in bright but very breezy conditions at the 6th Ship Registry Charity Golf Day at Rowany Golf Club.

As usual the competition was keen but friendly as the teams sought to overcome the prevailing wind and fast greens. The eventual winners were the 'Harbour Bistro' team who had journeyed down from Ramsey in the north of the island to take part for the first time. The day raised over £1600 for the King George V Fund for Sailors.



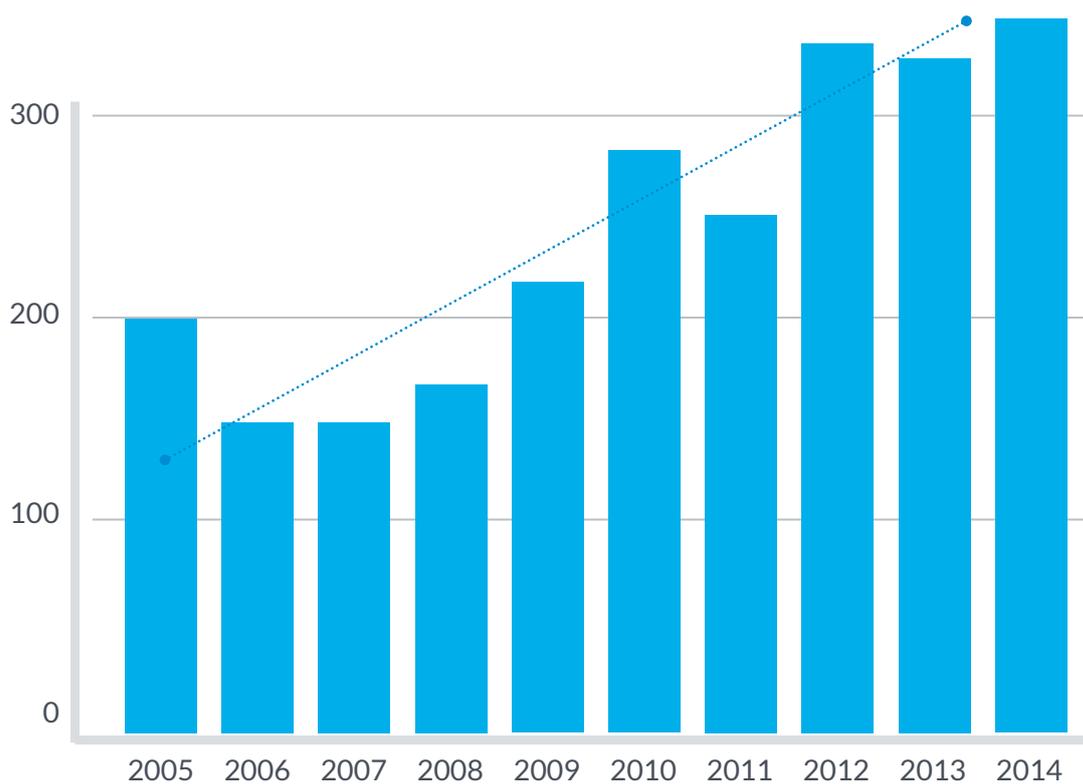
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# SURVEY & INSPECTION ACTIVITY

The past 12 months has been a particularly busy time for Isle of Man surveyors as they ensured that all Manx MLC vessels were inspected for compliance and issued with certification before 7th August 2014. By August the schedule, (which was based on current SMC audit dates) was completed and all relevant vessels had been visited.

In total 378 surveys/audits were carried out by our survey team with another 123 delegated to Recognised Organisations (Class). The graph below shows the considerable increase in IOM survey activity over the past 10 years. As well as carrying out vessels and company audits, IOM surveyors work alongside shipowners and seafarers to ensure a high level of service is maintained, responding to queries regarding regulatory and statutory requirements or advising on certification and crewing issues.

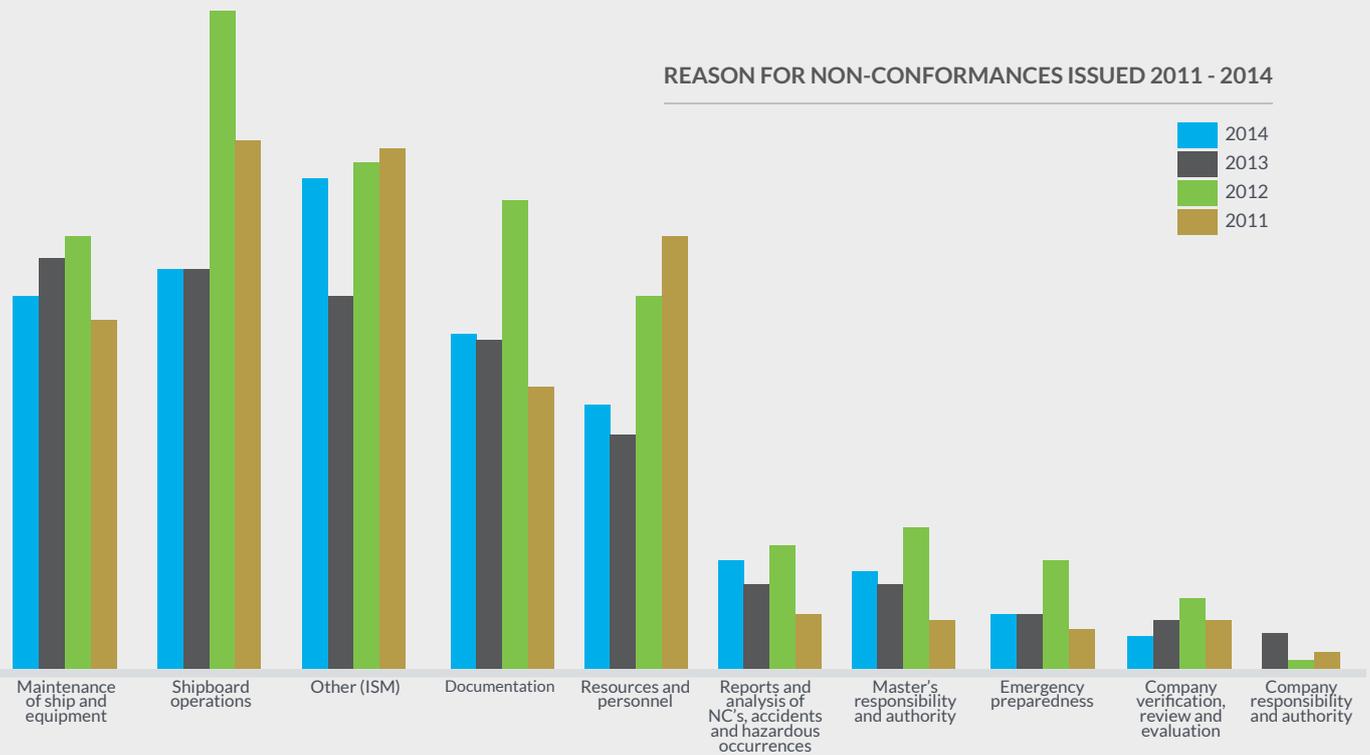


NUMBER OF SURVEY/INSPECTIONS CARRIED OUT ANNUALLY BY ISLE OF MAN SURVEYORS

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 MLC 2006 requirements are being maintained. A general inspection will also be carried out.



202 non-conformances notes (NCNs) were actioned during the year and the graph below highlights the areas where most of the non-compliance has occurred. Continual analysis of the non-conformance types helps the surveyors focus on the major issues and allows awareness of specific areas to be addressed during subsequent ship and company visits.



## RAISING NON-CONFORMANCE NOTES

When a non-conformance note is raised the IOM surveyor will record his observations and make reference to the specific section of the ISM Code or the vessel's SMS that is relevant to the deviation. The ship master or company representative will be required to complete the 'Corrective Action' section of the NCN detailing the proposed actions that will be taken to rectify the deviation and prevent re-occurrence.

Corrective actions must be returned to the IOM Ship Registry within 15 days from the date of audit when the surveyor will consider the effectiveness and timing of the planned actions. Once agreed, it is the responsibility of the master or company representative to advise when corrective actions are complete.

# DRAMATIC RESCUES AT SEA

The Ship Registry commends the skills and bravery of the masters and crew involved in each of three rescues at sea during 2014.

The first rescue took place during the night of 24 April, when the Manx registered gas tanker, Tilda Kosan, saved a British couple, one Belgian crewman and the couple's Jack Russell terrier from 25ft waves after their yacht sank in heavy seas and complete darkness. The survivors had been clinging for hours to an inflatable life raft in the midst of heavy rain and a five to six metre swell.

At around 23:00GMT (21:00 local time) the Tilda Kosan was en route from the UK to Mexico when a distress call was received via the United States Coast Guard. The tanker, loaded with a cargo of gas, was one of three vessels in the vicinity (about 900 miles North West of Bermuda) to respond to the distress call and divert its course to begin a search for the life raft.

The Tilda Kosan was the first ship to locate the life raft and after three attempts in very difficult conditions, Captain Dionisio

managed to get the tanker alongside and rescue the stranded sailors. By 03:55GMT (01:55 local time) Mr and Mrs Rorke, crewman Henri Worthlater and Dexter the terrier were safely on board and provided with dry clothes, hot soup, food and cabins to rest in.

The group photograph below shows the rescuees in the centre, either side of Mrs Rorke with Dexter, the dog and with the Tilda Kosan crew on top of the life raft which saved their lives.

Mr Rorke said that the rescue was the finest piece of seamanship he had ever seen and that he could not find words to adequately describe how skilful the captain was in getting alongside the life raft. He stated: "We were being tossed around in the life raft and literally clinging on for our lives. We really did not think we were going to live. It is nothing short of a miracle that we are still here and have survived."



## The second rescue took place late on the night of 6 June when the bulk carrier, Jupiter Bay, came to the aid of more than 300 people who were trying to cross the Mediterranean Sea in two wooden boats.

The bulk carrier was en route from Tunis to Gibraltar when it received a call from the Maritime Rescue Co-ordination Centre in Rome requesting assistance in a search and rescue effort.

Captain Shabbir Patla and his Indian crew responded quickly and after an hour's sailing, reached the rendezvous point at 23:30 hrs local time. Over the following three hours, Jupiter Bay took on board 322 men, women, children and infants.

The weather was helpful, with only slight wind and seas, however rescuing so many people in the dark proved challenging and required support and ingenuity from the crew, backed by the company's emergency team in India.

Once the refugees were made comfortable on board Jupiter Bay, the next challenge was to provide food, water and other aid before sailing to Pozzallo in Sicily where they were due to arrive the next evening. Suddenly having an unexpected extra 322 mouths to feed on a ship that caters for a crew of 20, meant that after a simple breakfast and then rice for lunch there was not much food left in the vessel's stores and fridges.

After anchoring at Pozzallo, the ship was met by a coastguard cutter carrying two doctors who conducted medical checks before allowing those on board to disembark onto another supply ship to transfer them to shore facilities. Jupiter Bay then resumed its voyage to Gibraltar where much-needed stores were taken on board.



## The most recent rescue took place in the early hours of 12 December 2014, when the Manx registered British Loyalty came to the aid of four people whose yacht was taking on water after hitting a submerged object.

The crew of the 15 metre yacht, Red Sky, issued a mayday call and activated a distress beacon at about 3.00am (local time) as they battled two to three metre swells and winds of approximately 30 knots.

The Australian Maritime Safety Authority coordinated the operation and although a rescue helicopter was on its way, the British Loyalty had already diverted to assist and was skilfully manoeuvred to provide shelter from the worst of the seas and weather to the stricken vessel.

When the helicopter arrived at the scene, the crew on the tanker continued with the rescue by lowering a boarding ladder to the yacht. In strong winds and heavy sea, each crew member had to jump onto the ladder before climbing on board. The rescue took place around 5.30 am and the rescued crew members chose to stay on board the tanker and disembarked at Port Botany in Australia, whilst the yacht was abandoned at sea



BRITISH LOYALTY POSITIONED TO PROVIDE SHELTER FOR THE YACHT RED SKY  
(PICTURE: NSW POLICE MEDIA)

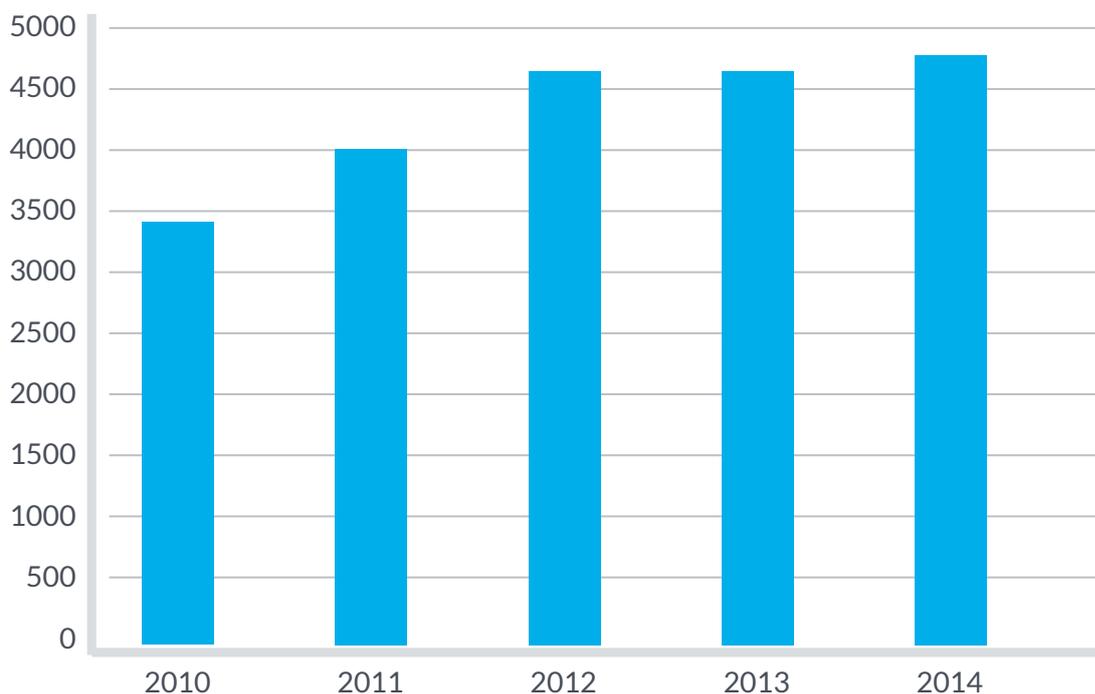
# REGISTRATION

The dedicated registry team are responsible for all categories of vessel registration from VLCCs and superyachts to fishing boats and pleasure craft.

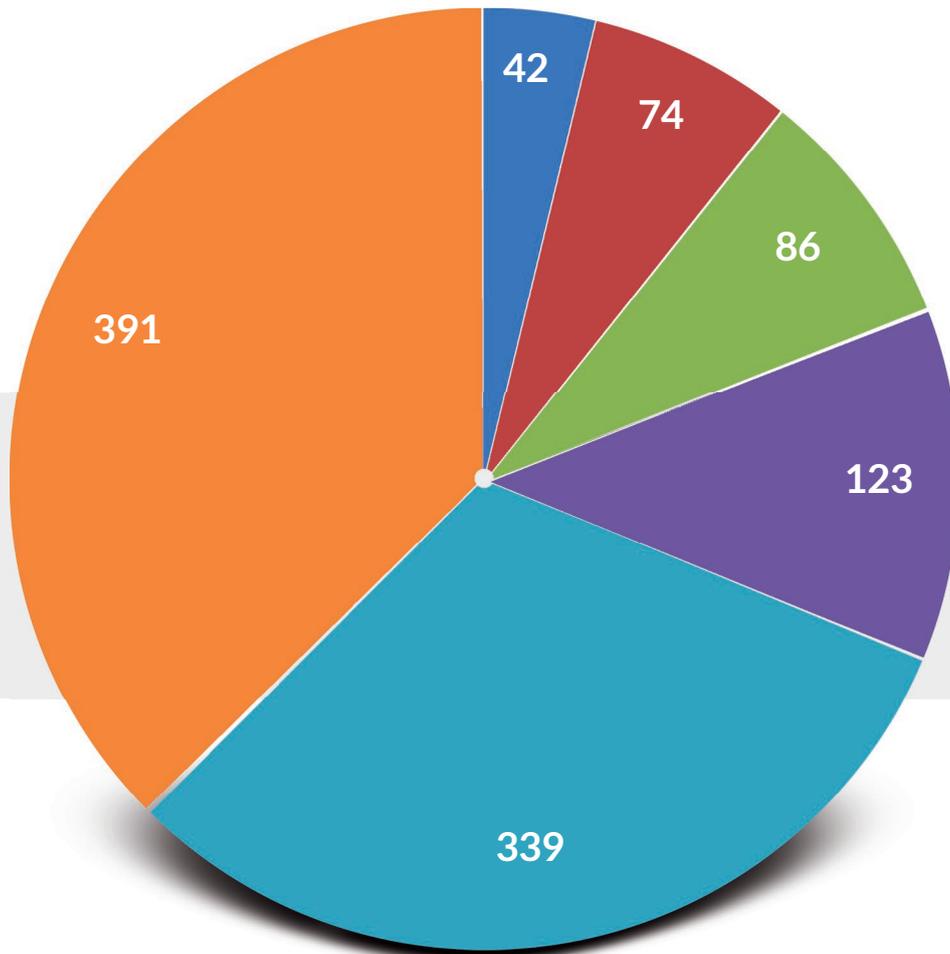
The role of the registrar is to co-ordinate all relevant parties – quite a task if the vessel delivery is in the Far East, the owner is based in Europe and the finance arranged from the City of London! However once all the correct paperwork is received, registration is instant and certificates of registry and trading certificates can be dispatched. A 24/7 service, at no additional cost to the client, enables vessels to be registered at any time requested by the ship owner. Appreciation for this exemplary level of service is reflected in the many messages of gratitude received from clients.



Although the total number of vessels on the register has remained relatively steady for the past 5 years, the workload for the registrars with on average 8 new registrations each week, has increased. Coupled with a similar number of de-registrations and along with the issuing of Continuous Synopsis Records, Liability Certificates, Logbooks, Discharge Books and Bunker Certificates the team are working harder than ever. Proportionally the number of everyday transactions increases with the extra activity and this year the number of transactions issued has exceeded all previous years with around 400 being issued each month. The graph below depicts the growth of business activity in the registry shown by the number of transactions.



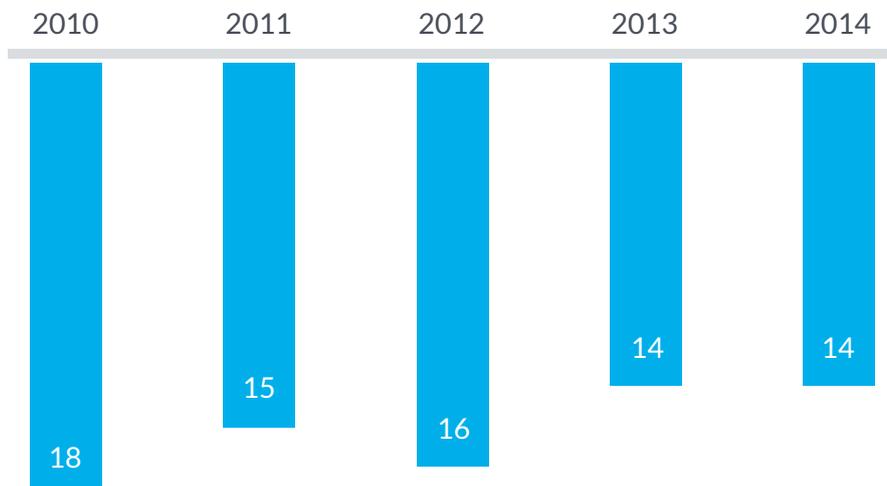
BREAKDOWN OF ISLE OF MAN SHIP REGISTERS AT END OF 2014



Demise Commercial Yachts Pleasure Yachts Fishing Vessels Small Ships Merchant Vessels

Outside of the global top ten flag states, the rate of fleet growth in 2014 was generally slow, but we maintained our position on Clarkson Research Services 'World Fleet Monitor' as the world's 14th largest fleet. We were also pleased to note that at an average vessel age of just 10.1 years, our fleet is recorded as the 5th youngest.

Position on Clarkson World Fleet Register (Merchant Tonnage)



POSITION ON WORLD FLEET MONITOR

# CASUALTIES, ACCIDENTS & INCIDENTS

## Number of Casualties, Accidents, Incidents, Injuries and Deaths in 2014

	Total	Passenger	Oil	Chemical	Gas	Bulk	Offshore / Standby Vessel	Other Cargo Vessel	Commercial Yacht	Pleasure Vessel	Fishing Vessel
<b>Casualties</b>	<b>23</b>	-	4	-	1	8	3	5	2	-	-
<b>Accidents</b>	<b>32</b>	1	5	-	2	4	3	10	7	-	-
<b>Incidents</b>	<b>21</b>	1	2	-	1	7	2	6	2	-	-

The above casualties, accidents and incidents were classified into the following occurrences:

<b>Collision, heavy contact, foundering or stranding</b>	<b>25</b>		3		3	8		9	2		
<b>Fire</b>	<b>7</b>	1				1	3	1	1		
<b>Pipe Systems: explosion, collapse or bursting</b>	<b>1</b>					1					
<b>Sudden uncontrolled release of any substance from a system or pressure vessel</b>	<b>7</b>					1	2	3	1		
<b>Electrical short circuit or overload</b>	<b>2</b>							1	1		
<b>Failure of any lifting device</b>	<b>1</b>								1		
<b>Failure of any access equipment</b>	<b>1</b>								1		
<b>Slips or falls (same level)</b>	<b>7</b>		3			2		1	1		
<b>Slips or falls (different levels)</b>	<b>5</b>		2					2	1		
<b>Involving mooring ropes or hawses</b>	<b>6</b>		1			2	1	1	1		
<b>Involving lifting equipment</b>	<b>1</b>	1									
<b>Electric shock</b>	<b>1</b>					1					
<b>Other:</b>	<b>1</b>						1				
<b>Involving rescue boat/lifeboat/liferaft</b>	<b>2</b>					2					
<b>Cargo securing failure</b>	<b>1</b>							1			
<b>Maintenance - machinery</b>	<b>1</b>		1								
<b>Maintenance - other</b>	<b>3</b>		1			1		1			
<b>Navigation - COLREG infringement</b>	<b>1</b>						1				
<b>Navigation - machinery/equipment failure</b>	<b>1</b>				1						
<b>Illness</b>	<b>1</b>										
<b>Galley operations</b>	<b>1</b>								1		
<b>Leisure activity</b>	<b>2</b>							1			
<b>Total</b>	<b>76</b>	<b>2</b>	<b>11</b>	<b>-</b>	<b>4</b>	<b>19</b>	<b>8</b>	<b>21</b>	<b>11</b>	<b>-</b>	<b>-</b>
<b>Cases involving death</b>	<b>1</b>	-	-	-	-	1	-	-	-	-	-
<b>Casualty cases involving injury</b>	<b>10</b>	-	3	-	-	3	1	1	2	-	-
<b>Accident cases involving injury</b>	<b>16</b>	1	4	-	-	1	1	5	4	-	-

## Some Casualties from 2014 are summarised below

The crew were involved in launching the tender boat. When the tender boat was suspended over the side rail a snatch block fixed to a bollard failed causing the rope to hit a crew member in the leg, breaking her leg.

An engineer was wearing gloves and using a strip of emery cloth to polish a shaft that was turning in a lathe in the engine room workshop when he severed 3 of his fingers. The engineer was using a strip of emery cloth in an unsafe manner on a shaft rotating in a lathe.

A project contractor was working on the main deck tending a wire sling and stood with both feet in the bight. The wire sling slipped very fast over the chute and the contractor's foot became trapped in the tightened bight causing him to fall onto the deck. He suffered a fractured leg.



Whilst unmooring the tug applied excessive load to the line which resulted in the bitts being ripped out of the deck and the deck plating suffering significant damage.

The fire alarm sounded after a diesel generator caught fire in the engine room. The vessel was then stopped and drifting in blackout conditions. Engine room vents and dampers were closed and CO2 was injected into the engine room which successfully extinguished the fire.

During a lifeboat drill the lifeboat was moved from the stowed position to the main deck but the brake could not be applied. The lifeboat subsequently reached the water and was being dragged along. The vessel was stopped and an inspection made where it was discovered that the lifeboat had broken into several pieces and was damaged beyond repair.

Whilst alongside in port the ship's crane was being used to load stores and equipment. The crane's hydraulic hose became caught around a bollard on the quay and ripped off the crane spilling a large quantity of hydraulic oil into the dock water.

Whilst in dry dock, frames were being cut using oxy-acetylene in a ballast tank. During the cutting, heat transferred to an adjacent storeroom igniting electrical stores and components.

A crew member was walking down external stairs in the early morning when he slipped, fell down the stairs and broke his leg. The stairs were damp with the early morning dew.

The vessel was making way through a known piracy area where 2 crew members were making rounds on the main deck. The crew members noticed a security light had come loose and attempted to fix it. As they were fixing the light a wave broke on the main deck washing the 2 crewmen down the deck injuring them both.

Whilst removing a piece of sheet metal from a pile of sheet metal, the pile of sheet metal fell onto a crewmember and fractured his leg.

Whilst in dry dock a subcontractor working in the engine room fell 4.5m from the upper platform through an opening in the floor plating that had been removed to allow access for machinery parts. The subcontractor suffered severe fractures to major bones in his body.

The vessel was moored alongside conducting cargo operations when another vessel attempted to moor ahead of it in an adjacent berth and collided. Significant structural damage was sustained to the bow.

Crew members attempted to correct a section of anchor cable that had become twisted in the windlass by using a chain block and wire arrangement to move the cable with the aid of crowbars. As the anchor cable began to turn the chain block failed and the hook struck a crewmember in the face causing him significant injury.

The vessel dragged its anchor and collided with another vessel lying 1.5 cables astern. The vessel collided before the officer of the watch realised and was able to order the main engine started.

## Some accident cases reported in 2014

The vessel was making way in open sea at night in bad weather with a deck cargo of logs. The vessel started to roll heavily and part of the log cargo was lost overboard.

The cook was preparing steaks in the galley. A gimballed frying pan had been left on for an hour when the cook added vegetable oil which ignited.

A crew member had spilled some oil on the main deck and left to collect some cleaning equipment. In the meantime another crew member walking along the deck, slipped on the oil, fell over on the deck and slightly injured himself.

The chef was removing a hot pan from the oven using an oven glove when he accidentally touched the pan with his other unprotected hand. He suffered burn injuries to his hand.

An engineer was removing the cover of a deck wash pump for routine maintenance when the pressure inside forced the cover to shoot upwards injuring his arm.

Whilst the vessel was alongside in port the crew members were tending to the mooring lines in the changing tidal conditions. During this process another vessel passed by causing one of the mooring lines to loosen, slip off a bollard, tighten again and strike a crew member in the ankle. The crew member suffered a small fracture.

During bunkering operations a small amount of heavy fuel oil spilled onto the main deck. Some of the oil trickled down the ship's side through a scupper. An estimated 2 litres of oil entered the dock water.

The vessel was alongside in port conducting cargo operations where the crew were welding stoppers and D-rings to secure cargo. Some of the crew noticed smoke emerging from a lower 'tween deck cargo hold. The alarm was sounded and the fire team were assembled but the seat of the fire could not be located easily. After consulting the local fire brigade the hold was sealed and injected with CO<sub>2</sub>. It was later found that part of a plastic cover and lashing straps on top of steel pipe cargo were burnt.

During routine maintenance work on an air receiver a crew member was using a large pipe wrench when it slipped and hit his hand. The crew member suffered fractures to his hand.

A cadet was using an air hose to remove dust on the main deck prior to painting. He left the hose unattended with the air on and started to walk away. The hose swung quickly under its own force and hit the cadet in the eye.

A crew member was exercising in the ship's gym with a set of weights. When the ship rolled he lost his balance and hit himself in the face with the weights causing a severe laceration.

An engineer was crouched beside a turbo charger performing a routine oil change. When he stood up his overall pocket caught a water vent cock allowing hot water to escape and spray on his leg. He suffered burns to his leg as a result.

An engineer trapped his fingers between a hatch cover and hatch cover frame in the engine room when closing the hatch cover. He suffered deep cuts and fractures to his fingers.



A total of seven fires on board Isle of Man vessels were reported during the year

## Some incidents reported in 2014

Whilst making way in a fairway channel a vessel was in a minor collision with a fishing boat which had suddenly altered course towards the vessel unexpectedly.

Whilst approaching the berth the main switchboard breakers tripped and the vessel suffered a complete blackout and loss of propulsion. The vessel operated on the emergency generator until the generators could be restarted.

When attempting to recover a lifeboat following a drill the lifeboat release hooks malfunctioned and could not be reset. The lifeboat crew boarded the vessel by the embarkation ladder and the lifeboat recovered using fall preventer devices and chain blocks.

The crew noticed a smell of burning through the ventilation system. On investigation it was noted that a multi-socket power adaptor was overheating and melting the plastic.

The vessel was making way up river under pilotage when it was overtaking a barge under tow on its port side. As the vessel was level with the barge, the barge veered course and made contact with the vessel's hull. No damage was sustained.

Whilst making way in a fairway channel a vessel was in a near miss with a fishing boat which had suddenly altered course towards the vessel unexpectedly. Whilst berthing in strong winds the forward spring line parted and the bow started to swing to the quay. The bow thruster did not adequately compensate for the swing and the vessel made contact with some bollards on the quay. No damage was incurred.

During cargo discharge operations a vessel listed and grounded. The echo sounder still indicated water beneath the keel however the trim of vessel meant the vessel grounded at the stern. Sounding around the vessel also indicated the charted datum depth did not correspond.

Whilst approaching an anchorage area a fishing vessel was sighted to be moving towards the vessel. Despite efforts to avoid collision the fishing vessel and vessel had a glancing blow. No damage was sustained.

A vessel anchored in a designated anchorage area where two floating cranes moored to the vessel prior to commencing cargo operations. A short while later the vessel dragged its anchor and grounded. No damage, pollution or injury was incurred.

A vessel was making way in a fairway channel and was being overtaken by a barge at very close range. The pilot expressed his concern to the overtaking barge which took no action. The vessel's ability to manoeuvre was hampered by other vessel traffic. When the barge was alongside the vessel the interaction between the vessels caused the barge's bow to swing into the hull of the vessel. Very minor indentation damage was incurred to the vessel's hull.

Whilst departing the berth in strong wind conditions the vessel was holding station parallel to the quay under engine power. As the vessel attempted to manoeuvre clear of another moored vessel the wind caused the stern to make contact with the other vessel. Very minor damage was incurred to the vessel's hull.

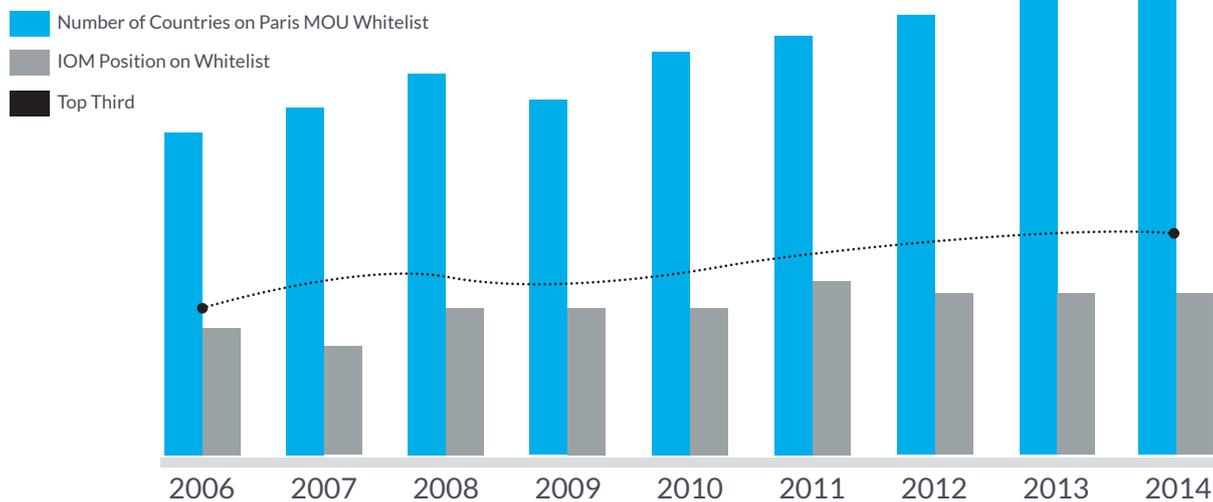


\*Casualty investigation reports are published on the Isle of Man Ship Registry website.

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

# PORT STATE CONTROL - PERFORMANCE

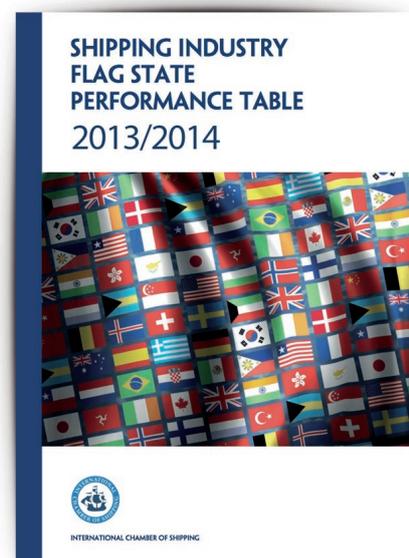
The Isle of Man Ship Registry actively gathers and analyses PSC statistics on all of its vessels in order to monitor patterns and trends. The information available allows us to take a positive role by providing an overview of fleet and company performances. Whilst we cannot control events at PSC inspections our proactive approach does nonetheless influence the awareness of owners, companies and seafarers and ultimately contributes to our performance as a Flag State. The total number of Manx vessels detained remains low and we continue to work with all stakeholders to ensure our high positions on the world's top White Lists.

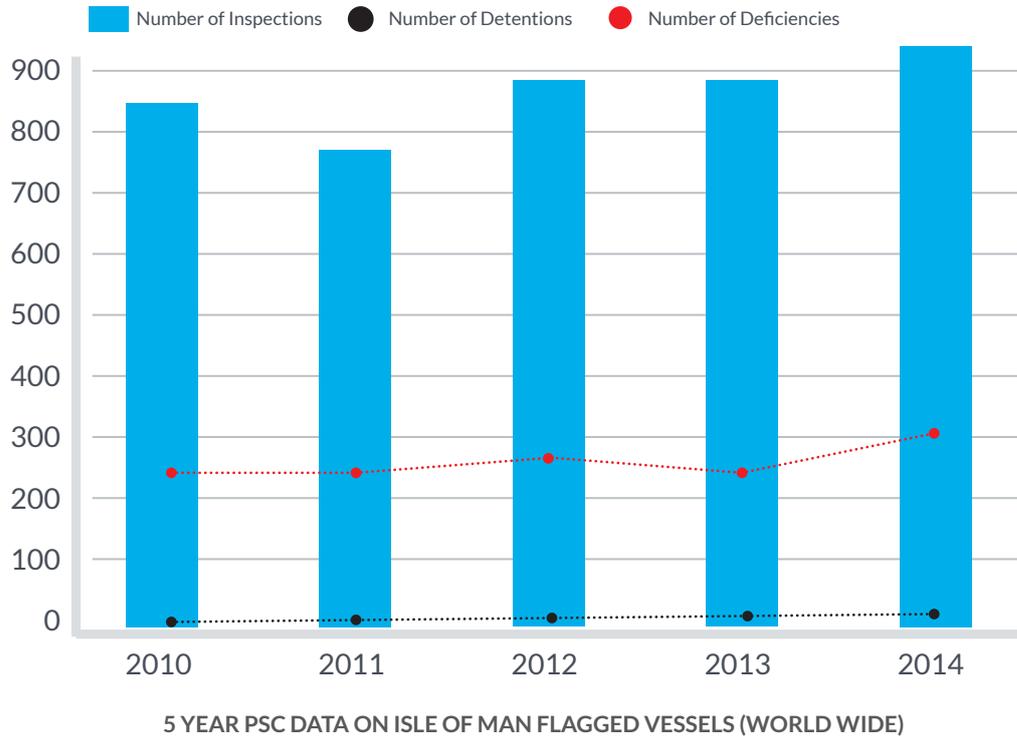


STAYING IN THE TOP THIRD ON THE PARIS WHITE LIST IS A LONG-TERM OBJECTIVE

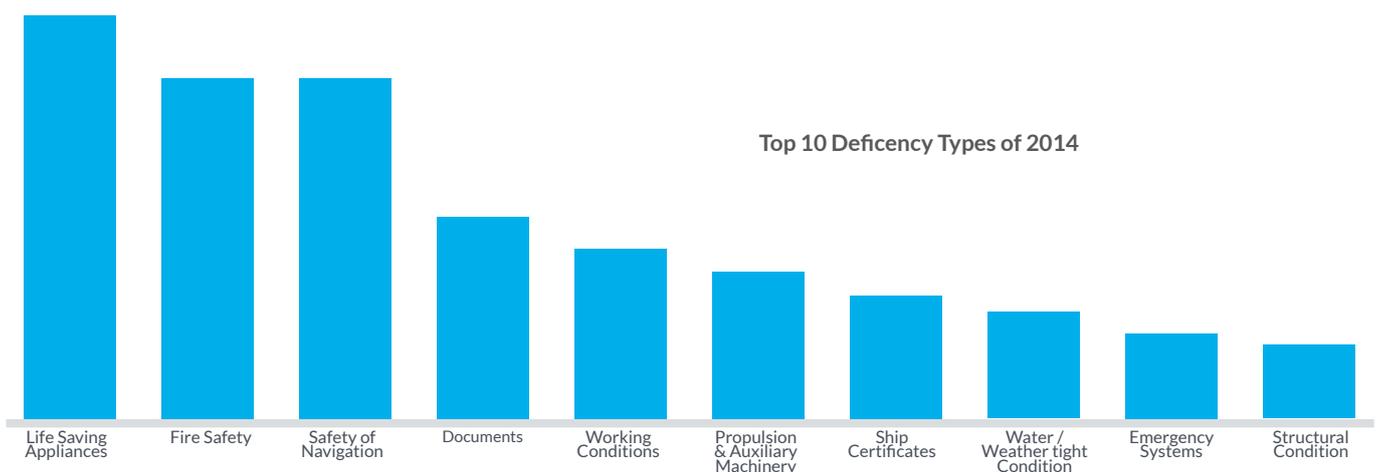
The 2013/2014 Shipping Industry Flag State Performance Table issued by the International Chamber of Shipping highlights positive performance indicators for over 100 Flag States covering a range of measures including, amongst others, Port State Control performance, ratification of Conventions and age of fleet.

The Isle of Man had positive indicators in all the reporting categories making it one of only 12 Flag States to do so.





This approach of monitoring trends combined with a strategy of positive engagement that keeps shipowners, companies and seafarers aware of the requirements within the regional PSC areas via a dedicated PSC coordinator, helps to identify potential concerns that can be addressed before they become a bigger issue. We continue to be included on the list of Flag States which meet the criteria for low risk ships by the Paris MOU and we remain a qualifying Flag Administration on the USCG QUALSHIP program.



The graph above shows the most reported deficiency types in 2014. Collectively the lack of correct or valid certification and documentation on board remains the primary cause of Port State Inspection issued deficiencies.

# WHAT CLIENTS TOLD US IN 2014...

A selection of client comments from throughout the year

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**‘As always the IOM and your team are a cut above the rest’**

*‘The surveyor showed extensive knowledge and information during the audit’*

*‘You’re wonderful! Thanks for the swift action, much appreciated’*

*‘Many thanks for another marvellous job and excellent cooperation - you are just great’*

**‘Very impressed with new endorsement application form’**

*‘...needless to say that so far so good and all the best to you as one of the best shipping registrars I ever came across’*

**‘YEAH – YOU ARE MAGNIFICENT!!’**

*‘He (the surveyor) was very thorough in his survey and at the same time approached each item with a high degree of professionalism’*

***‘You are a star, a super nova’***

'You have definitely put a good team together, and I'm absolutely delighted with the way things have panned out. I'm constantly approached by other flags, all touting for business of course, but to date I honestly can't see the benefits of changing'

### ***'You just made my day'***

'The change of flag process has been going a lot smoother than I've even dared to hope for. If I ever had a "Good guys" list, you would surely have made it after this'

**'We are not surprised any more with your prompt responses'**

'Once again I find myself thanking you for your prompt and efficient manner. Unfortunately not as common place in the busy world as one would think. I hope your organisation values your efforts'

### ***'Brilliant service. Thank you so much'***

**'Wow – that was fast, even by your speedy standards'**

**'Very smooth and efficient communication and organisation of the audit'**

***'You are a legend...'***



See the full collection of customer  
comments on the **IOMSR website**

# WHY CHOOSE THE ISLE OF MAN?

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## A quality flag which matches clients' expectations

- A centre of maritime excellence
- Providing harmonious relationships
- Delivering the ideal solution
- Putting the client first
- Cost-effective

## The Isle of Man Ship Registry is one of the World's highest quality flags

- Paris MOU White List
- Tokyo MOU White List
- USCG Qualship 21
- Highly placed on ISF Performance Tables

Less scrutiny of Isle of Man ships in ports around the world

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*A flag you can trust...*

A serene sunset scene over a calm sea. The sky is filled with soft, wispy clouds in shades of orange, pink, and blue. The water reflects these colors, creating a shimmering effect. In the distance, a small boat is visible on the right, and several buoys are scattered across the water. The overall mood is peaceful and tranquil.

ISLE OF MAN.  
WHERE YOU CAN



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