

Isle of Man

Ship Registry

Serving the international maritime industry for over 30 years



ANNUAL REPORT 2016



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“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.”

Front cover photograph: British Mariner (with kind permission from BP)

Back page photograph by Ron Strathdee, Ship Registry Principal (Calf of Man heather)

FOREWORD FROM THE MINISTER FOR ECONOMIC DEVELOPMENT



I am very pleased to be appointed once again to be the Minister for the Department of Economic Development, where the Ship Registry forms a key part of my portfolio.

I am delighted with the way the registry has performed over the last year and hold it as a beacon of professionalism and service to be followed by others. Dick Welsh and his team have a very clear idea of where they are heading and have developed a great team spirit and ethos in how they deal with clients. With 45 new ships registered at closing meetings in Asia in 2016 by registrars operating from home in the middle of the night which truly demonstrates their commitment to 'going the extra mile'.

The Ship Registry plays its part in enhancing economic benefit on the Isle of Man by providing a platform for maritime activity. It is as a major contributor to the Isle of Man's reputation as a flight to quality where regulation is carried out in a pragmatic and commercially sensitive way.

I commit this report to you and hope you enjoy reading it. It aims to set out our achievements as well as the personal side of the Ship Registry.

Laurence Skelly

Minister, Department for Economic Development

INTRODUCTION FROM DICK WELSH IOM SHIP REGISTRY DIRECTOR



2016 was a very busy year for the Ship Registry. We broke many records through the year in terms of workload and the staff handled it superbly. We are fortunate to have people in this organisation who are motivated by being busy and going the extra mile to help clients. In this report I have shown the year in numbers as an infographic – the new buzzword for a year in pictures. I hope you like it.

Whilst the industry is still experiencing difficult times, there are signs of green shoots of recovery in some sectors and after two years of losing tonnage we have climbed back to near our 2014 high. Quality tonnage from high quality operators is always fantastic to welcome to the Isle of Man.

A lot of focus this year has been on change. Change to our operating model in terms of survey and the methods by which we will ensure our international commitments are met in respect of Flag State obligations. Although the new Flag State Inspection and full delegation to Class will start in April 2017, much of this year has been spent in planning, consulting, preparation and training. With the help and advice of our owners and our partners in the Class Societies, this has been well received and should put us in an even more competitive position for the future.

Our on-line process for STCW Endorsements has been well received and supported by clients. With over 100 users registered, we are now processing over 85% of applications in one working day. We will continue to develop and expand our on-line processes and client access to our 'MAVIS' operating system as our part in the Isle of Man Government's digital strategy and in answer to client's needs and expectations of a modern flag administration.

To the staff and clients, I say "Thank you for another great year".

Dick Welsh

IOM SHIP REGISTRY DIRECTOR

POLICY & LEGISLATION UPDATE 2016

At the Ship Registry we are only too aware that International Regulations created by IMO and ILO are in a constant cycle of development, application and review. It is a difficult task for clients to stay ahead of what is new and how it may affect their ships, especially as many requirements are ship specific or may only apply to a particular trading area. For the Isle of Man this is especially challenging as we have over 1000 vessels on the register, ranging from commercial yachts to super tankers.

One of our key aims during 2016 has been to find simpler ways to keep our clients informed, by advising what the requirements are, the type of vessels they apply to and the dates when regulations become effective.

We have achieved this by introducing **Technical Advisory Notices (TANs)**. These are designed to give clients a short summary of forthcoming changes which are likely to require action on their part. TANs differ from **Manx Shipping Notices** which provide a more in depth explanation and guidance regarding Regulations.

We have also looked at other areas we can simplify and the Isle of Man Official Log Book is one particular area which had been causing concern.



IMO HEADQUARTERS LONDON

This is because the Official Log Book desperately required updating and duplicated a lot of recording which has been superseded by the ISM Code. We consulted with clients on how this could be amended and introduced a new version of the Official Log Book in January 2016. This is a much more modern, simpler and easier to use book and the feedback so far has been extremely positive.

2016 saw the introduction of new International Legislation which will require action by shipowners, including:

International Ballast Water Management Convention

This Convention was adopted back in 2004 and has spent the last 5 years' on the brink of the tonnage threshold for International ratification. There was a lot of speculation over which Flag State would push the Convention over this tonnage threshold and this finally fell to Finland who ratified the Convention on 8th September 2016. It will now enter into force on 8th September 2017. Further information is available in **TAN 010-16**.

Maritime Labour Convention (MLC) Amendment Regulations

MLC entered into force in 2013 and we are already seeing the first set of amendments, which entered into force in January 2017.

These amendments require Flag States to legislate to ensure ships have insurance in place for the abandonment of seafarers and to strengthen the requirements for shipowners liability. The Isle of Man published a number of TANs in 2016 advising clients of the amendments and a consultation paper on proposed amendments to our MLC Regulations.

These amendments are important because if a shipowner abandons their seafarers (for example the owner has gone into insolvency) there will be insurance available to repatriate the seafarers to their home country. It is also possible for seafarers to claim up to 4 months of outstanding wages and expenses. In addition to insurance for repatriation, the insurance requirements for the shipowners liability (sickness, injury and death benefit) have also been amended. These amendments are for the seafarers' benefit and are therefore welcome. The revised IOM MLC Regulations entered into effect on 16th January 2017.

Projects during 2016

During 2016 we also concentrated on updating some of our existing SOLAS Regulations namely the SOLAS II-1 Regulations for Construction and SOLAS II-2 Regulations for Fire Protection. These were approved by Tynwald during 2016 and replaced some very outdated Regulations (some of which dated back to 1984).

A large amount of work and time has also been spent on updating Regulations and policy as part of the new Isle of Man survey regime (see 'New Survey Regime' for further information). The new regime is due to enter into effect in April 2017 and has involved amendments to the Isle of Man's survey delegation requirements. There is a new Fees Regime designed to consolidate many of the existing fees into one fee.

We will continue to keep clients updated with new requirements in 2017 and we have already started a new project re-designing the Ship Registry's website into a more modern and user friendly format accessible for PCs, tablets and mobile devices.



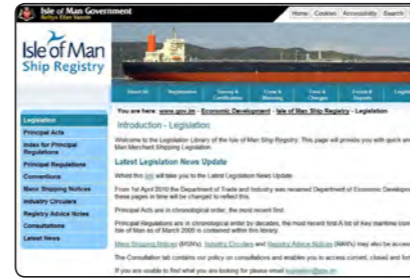
ISLE OF MAN GOVERNMENT BUILDINGS

To check the latest Legislation, Manx Shipping Notices, Consultations and Technical Advisory Notices please visit our legislation news page

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 2017)

MLN 001	Index
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	Seafarers 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 5.1.3&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
MLN 7.0	MLC Amendments - Financial Security

REGISTRY ADVICE NOTICES (AS AT APRIL 2017)

RAN 00	Index
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 2017)

MLN 001	Index
MMSN 003	Accident Reporting
MMSN 004	Official Log Book Guidance
MMSN 005	Musters and Drills and On board Training
MMSN 007	Magnetic Compass Adjustment
MMSN 009	Hook Arrangements for Lifeboats, Rescue boats and Liferrafts
MMSN 010	Lifeboat Recovery Strops
MMSN 011	LSA -Wire Rope Terminations
MMSN 012	SSAS and Competent Authority
MMSN 018	Requirements for Carriage of Immersion Suits
MMSN 020	Recognised Organisations
MMSN 022	Voyage Data Recorders - Recovery of Data
MMSN 023	Enclosed Space Entry, Timber Cargoes
MMSN 024	INMARSAT Fleet77
MMSN 025	Tenders to Commercial Yachts
MMSN 026	ECDIS
MMSN 028	LRIT "Conformance Test Report"
MMSN 029	IMO Unique Company and Registered Owner ID Number & Changes to the CSR
MMSN 031	Means of Escape
MMSN 032	Long Range Identification and Tracking of Ships - Important information
MMSN 033	Pleasure Vessel Manning
MMSN 035	MARPOL Annex VI Records
MMSN 036	MARPOL Annex I and Changes to the Oil Record Book Parts I & II
MMSN 037	Commercial Yachts - Intact & Damage Stability
MMSN 038	MARPOL Annex VI
MMSN 041	MARPOL Annex IV
MMSN 042	Norsafe Lifeboat NLH 70 onload release systems
MMSN 043	Revised MARPOL Annex V
MMSN 044	IBC Ch.18.2 Guidance
MMSN 045	Use of Private Contracted Armed Security Personnel
MMSN 046	STCW Convention regulation VI/6 Security Training
MMSN 047	Anti-fouling Systems Convention
MMSN 048	Ship Security Plan Approval and Amendment Process
MMSN 049	MARPOL Annex VI - Local Suppliers of Fuel Oil
MMSN 050	Isle of Man Regulations implementing the STCW Manila Amendments
MMSN 051	Isle of Man Endorsement Application Process
MMSN 052	Minimum Safe Manning Requirements
MMSN 054	Isle of Man LY3 National Annex
MMSN 055	Nairobi International Convention on the Removal of Wrecks
MMSN 056	Carriage of Dangerous Goods & Harmful Substances
MMSN 057	Maintenance and inspection of fire protection systems and appliances
MMSN 058	Construction - Fire protection, fire detection and fire extinction
MMSN 059	Construction - Structure, subdivision and stability, machinery and electrical installations
MMSN 060	Storage of Oxy-Acetylene, Refrigeration Gas and Nitrogen Cylinders
MMSN 061	Bridge Navigation Watch Alarm Systems (BNWAS)

TECHNICAL ADVISORY NOTICES (AS AT APRIL 2017)

000-16	Index
001-16	STCW Manila Amendments - Refresher Training
002-16	Ballast Water Management - Criteria for Entry into Force Not Yet Met
003-16	Kannad Marine - Safelink EPIRB Recall
004-16	Zika Virus
005-16	SOLAS Amendments-Verified Gross Mass of Containers & Recommendations for Entering Enclosed Spaces
006-16	Certificates of Competency Expiring 31st December 2016
007-16	Update on SOLAS Amendments- Verified Gross Mass of Containers & Recommendations for Entering Enclosed Spaces
008-16	Withdrawal of Industry Circulars
009-16	Fire-Fighting Protective Clothing
010-16	Ballast Water Management Convention to Enter into Force 8th September 2017
011-16	MLC Amendments - Financial Security
012-16	Manila Amendments - New Qualifications for Deck/Engine Ratings (STCW II/5 and III/5)

Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.

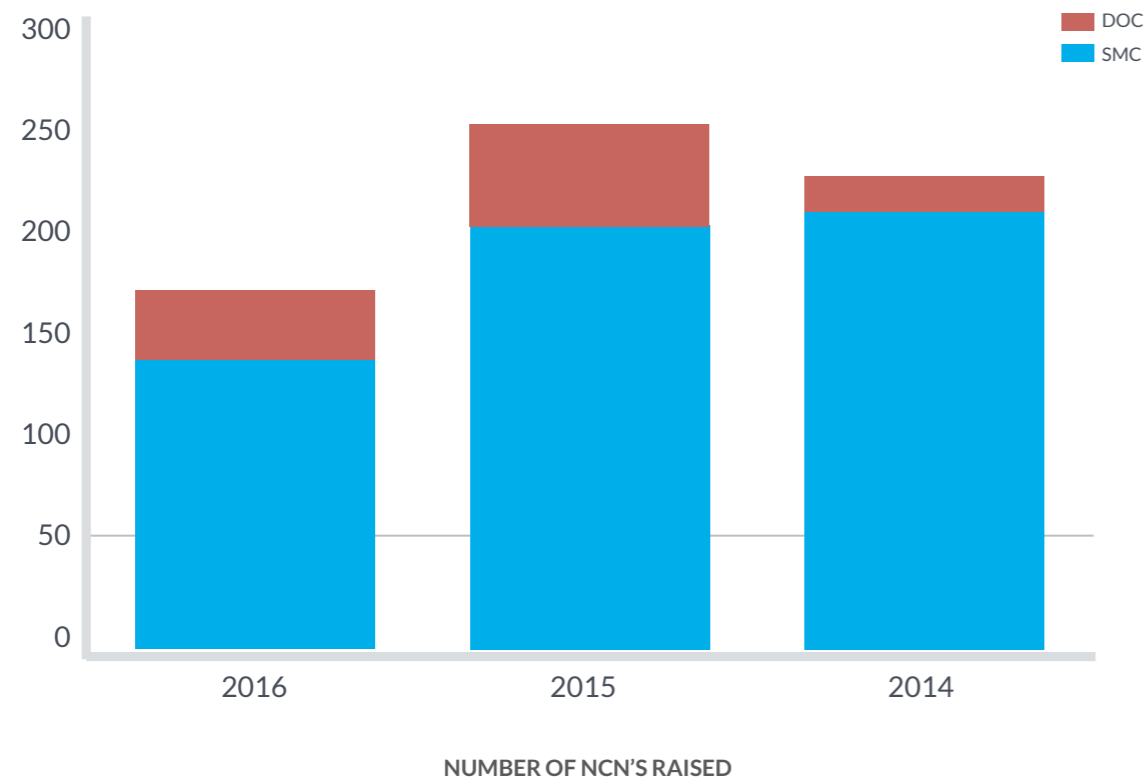
SURVEY & INSPECTION ACTIVITY

Isle of Man surveyors work with ship owners and seafarers to ensure that a high level of service is delivered in a pragmatic and timely manner.

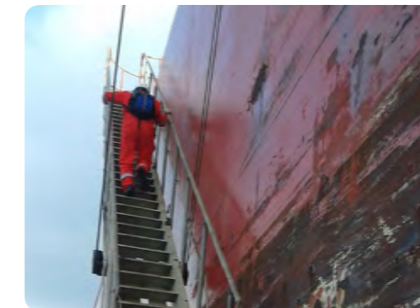
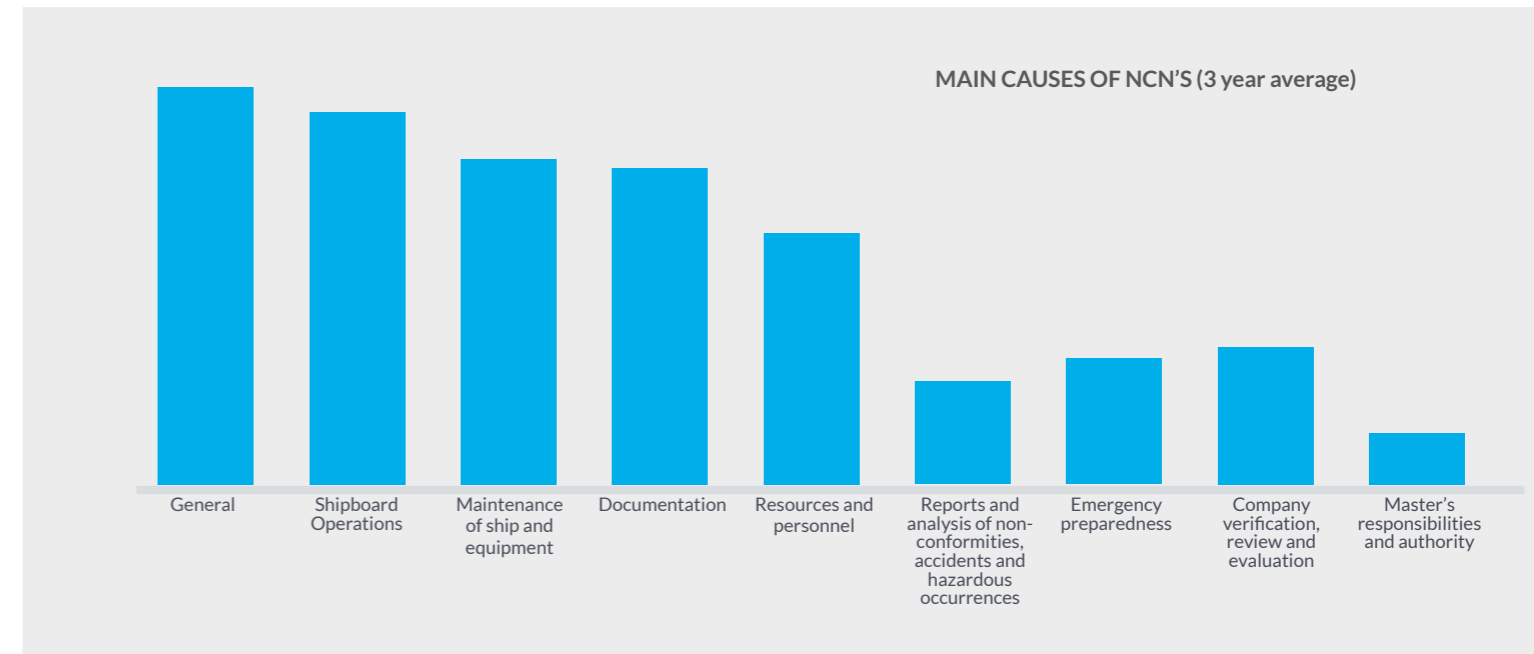
A total of 225 vessels and company inspection visits were made by IOM surveyors during 2016 with 173 non-conformance notices (NCN's) issued.

The graph below illustrates the main causes for NCN's being issued, with failure to comply with mandatory rules and regulations (General), Shipboard Operations and Maintenance being the main reasons for non-conformities.

Although the number of NCN's issued is down by almost 40% compared to previous years there was an 18% increase in the number of deficiencies raised with the top reasons being Fire Safety, including detection and equipment, and issues around on board certificates.



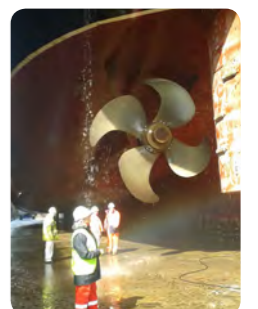
The graphs below and opposite illustrate the main causes for NCN's being issued, with failure to comply with mandatory rules and regulations (other ISM), Shipboard Operations and Maintenance being the main reasons for non-conformities.



SURVEYORS AT WORK

Isle of Man surveyors each carried out around 20 inspections/surveys in 2016. 193 port locations were visited in 50 different countries. When not globetrotting or training to maintain their competencies, surveyors remain hard at work completing reports, responding to enquiries received from yards, managers, owners and Masters regarding regulatory and statutory requirements and answering questions on certification and training of crew members.

They are often regular attendees at IMO meetings, sub-committee meetings and other discussion groups that help establish international maritime policy.



New Survey Regime

1st April 2017 is the date of a brave new move for the Isle of Man Ship Registry where we throw off our traditional shackles of carrying out ISM/ISPS/ MLC audits and inspections ourselves and delegate these to Class for our ships. Yachts carry on as they are. This was in response to looking for a smarter way of maintaining the quality of vessels registered with the Isle of Man as well as adding value to our attendances. This also aligns the Isle of Man with the way the majority of international registers do business.

There is also another underlying reason for this. The new mandatory IMO Instruments Implementation Code (IIC Code) was adopted in 2013 and replaced the voluntary IMO audit scheme.

This requires all Administrations to be audited by the IMO to ensure they are complying with their responsibilities as a Flag state. An important part of this is carrying out General Inspections on board ships amongst other responsibilities for each administration.

ISM and ISPS have now matured on board ships and is no longer "the new kid on the block" with incidents having been reduced but still not to a low enough level. We feel we can do better which is another part of our reasoning for a change. MLC is not to be forgotten but this has matured fairly quickly.

With audits delegated to Class, when our surveyors attend they can now concentrate on carrying out a detailed General Inspection on board. We of course have been carrying out general inspections on board in tandem with the audits for many years but now we will be able to carry out in even more detail.

What this means for the ship owner is that we will still be attending the vessel 2 times in a 5 year period with no more than 36 months between visits. There will be a single annual cost depending on the vessels size and this will cover the costs for these inspections anywhere in the world. This will make accounting much simpler and the owner will no longer have to worry about the extra cost to fly somebody to Tahiti instead of Aberdeen.

After each inspection we will provide the operator with a detailed report on the inspection, the high points and low points and photographs.



Later in the year you will also be able to monitor your vessel's performance on our website where each operator will have a unique log in. We feed in data such as PSC information, audit performance, amount of dispensations and short term certificates requested etc. as we build up a picture of how the ship is performing overall. We have actually been running this for several years internally; the difference is that we will now be able to share this with you.

When we inspect the vessels we will use this information to target certain areas that may cause us some concern along with the possibility of having campaigns on areas of concern that we have seen across the IOM fleet.

We will continue to visit your offices to build on our relationship and talk through issues and ideas but not in the guise of a DOC audit. This will be part of a program of visits to maintain contact. All in all this will bring the Isle of Man Ship Registry up to date with data management and how we use this to make monitoring of vessels flagged with the Isle of Man more realistic, relevant and of added value to the owners.

This, as you can imagine is quite a sea change for the Isle of Man Ship Registry, but one that you hopefully see the benefits to your fleet with us as we continue to be a high quality ship register with high quality vessels and owners. The big message is that you will see no reduction of service. If you have a problem we will be always on the end of a phone and provide you with a fast and pragmatic answer where we can.

Isle of Man Officer Endorsements

The Isle of Man Ship Registry does not issue Certificates of Competency but may issue an endorsement recognising other recognised National CoCs.

A schedule of the countries from which the Isle of Man can endorse CoCs can be found in the Recognised Countries page in the crewing section of the Ship Registry's website.

Endorsements are required for all officers sailing on Isle of Man registered vessels unless they hold a Certificate of Competency issued by the United Kingdom under the STCW Convention.



A new online service online system is available to all of the Ship Registry's clients. Registered users can upload the required documentation to: <https://mavis.iomshipregistry.com/formlogin.mth>

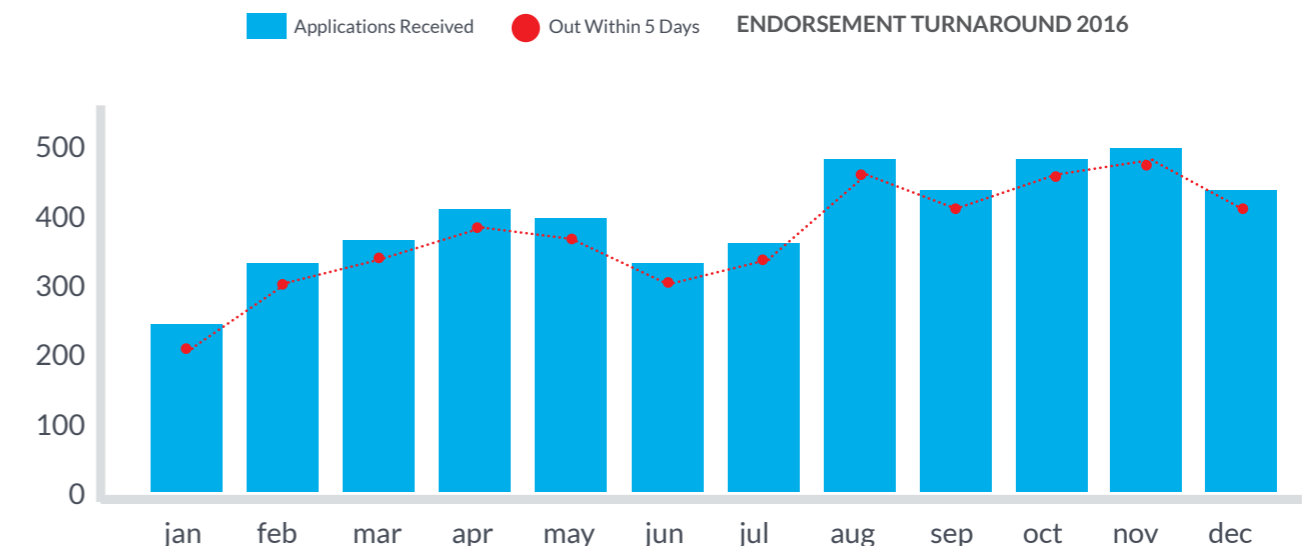
Requests to set up a user account should be sent to seafarers@gov.im and must include your name, e-mail address and preferred user name.

When an account has been created you will be sent a password and user guide to enable you to use the system.

Applications can still be sent by e-mail to the following email address seafarers@gov.im or may be posted to:

STCW Endorsement Applications
Isle of Man Ship Registry, St Georges Court, Upper Church Street
Douglas, Isle of Man, British Isles, IM1 1EX

During 2016 the busy STCW team processed over 4700 endorsement applications with 87% completed and issued in just 1 working day!



PEOPLE PROFILE

BRIAN THOMSON - SURVEYOR



Brian graduated from The University of Strathclyde in 2007 with a B.Eng. Honours degree in Naval Architecture and Marine Engineering with his studies having a particular emphasis on ship building and operations. Upon leaving university he went to work for the UK Maritime and Coastguard agency in their stability unit, based in Glasgow.

Following a successful stint with the UK agency Brian moved abroad to work for the Gibraltar Maritime Administration in the British overseas territory, where his main duties were yacht surveys and ship safety and security audits.

When not travelling to carry out vessel and company audits or catching up on office based commitments Brian relaxes by spending time in his own music studio and has released several 'Techno' music singles under the name "Raumstadt". He is currently busy recording an album for release later in the year.

Brian is married to, Lisa, and has two sons, Luke, 9 and Evan, 6.

Brian Thomson is a native of Glasgow, Scotland, who joined the Isle of Man Ship Registry in April 2014 as a Marine Surveyor. His role within the Ship Registry is primarily focused upon Audit, Survey and Inspection of Ship, Yachts and Fishing Boats registered on the Isle of Man.

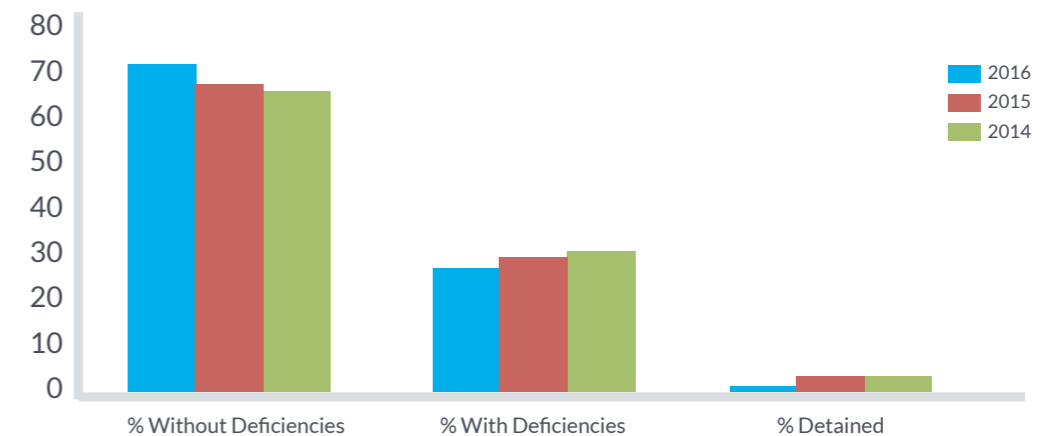
Prior to joining the Ship Registry team, Brian was employed in Aberdeen by one of the world's leading classification societies, the American Bureau of Shipping, better known as ABS. During his time with ABS, Brian was involved with many oil and gas projects in the UK sector of the North Sea, including overseeing drilling equipment manufacture and the design and running of jack up and semi-submersible platforms.

PORT STATE CONTROL - PERFORMANCE

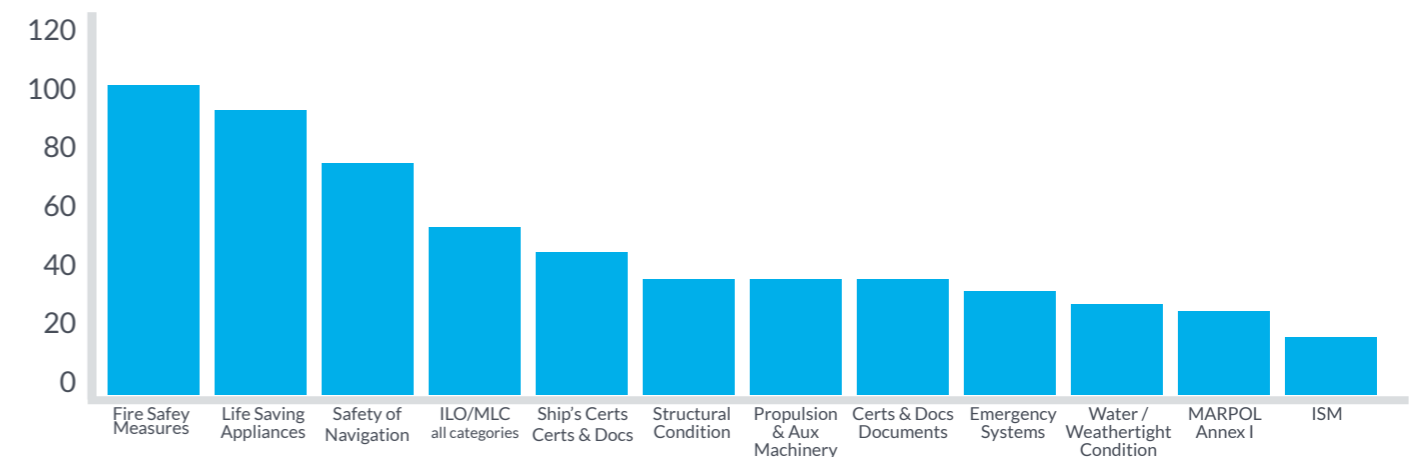
The Isle of Man Ship Registry actively gathers and analyses data on all its vessels from a number of key PSC regions which cover the major part of the world, namely; Paris, USA, Tokyo, Black Sea, Riyadh, Indian Ocean, Mediterranean, Caribbean and Abuja. When coupled with data from our own inspections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

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 annually remains low (0.83%) and we continue to work with all stakeholders to maintain our high positions on the world's top White Lists.

DETENTION AND DEFICIENCY PERCENTAGES 2014 - 2016



PSC DEFICIENCIES REPORTED BY CATEGORY 2016



WHAT CLIENTS TOLD US IN 2016...

A selection of client comments from throughout the year

Once again thank you so much for your great assistance and service.

Brilliant as usual, a breathtakingly efficient service!

Thanks so much for your help and good work!

Quick service as always, you're a star.



Everything went well thanks to you all!

Best ship registry service in the world... FACT!!

Thank you so much for your prompt service I am rather impressed.

Holy smokes that was quick – THANK YOU

Thank you for the speedy turnaround, much appreciated.

It's been a refreshing experience to have a surveyor who not only cares but knows what he is talking about.



The auditor is very knowledgeable and is a pleasure to speak with.

Really also appreciate the approach and depth of everything you covered as well as the time to discuss

"I just wanted to say it has been my pleasure working with you all, over the years, I can honestly say the IOM Flag are

one of the best, most practical, pragmatic and easy to work with that, I personally, have the pleasure working with. Thanks for all your help and assistance to over the years, the laughs (lots) tears (not so many) and just being a great bunch to work with."

Thank you thank you thank you!!!

Pre-audit communication was smooth, audit was a pleasant experience for all auditees

*Wow – now that's what we call superb service –
THANK YOU*

Thanks for your mail and your prompt reply in speed of light.

As per the normal standard from IOM surveyors your quick and swift response is much appreciated.

You are a complete wonder and we wonder what we would do without you, your team and all the support we get from the Registry!

I have to say that you folks have been terribly efficient in answering my questions and getting me up to speed...it is a joy working with all of you



Wish all our ships were Manx Flag!!!!

As always thank you for your help, very clear and helpful!



You have been such a great help and source of knowledge over the years in the many hundreds of yacht registrations that I have done. Without doubt IOM is the most efficient and helpful Ship Registry out of all the registries all that we use.

Just a few words to say what an excellent report and interesting content: really emphasises the Ship Registry in a very balanced and dynamic manner as a forward moving Register

You have been so helpful and a joy to deal with.

I just feel the need to thank you once more for the fruitful cooperation we had on this issue and, to congratulate you for your professional attitude and approach!

Vessel Registration



The registry continues to attract a diverse range of vessel types from private pleasure yachts to specialist merchant ships onto the Isle of Man flag. 2016 was a particularly busy year for our registrars with 3900 separate transactions recorded and, on average, 10 new registrations each month. Of the 125 vessels registered, 45 were processed out of hours between midnight and 06:00 GMT to fit in with our client's transactions around the world.



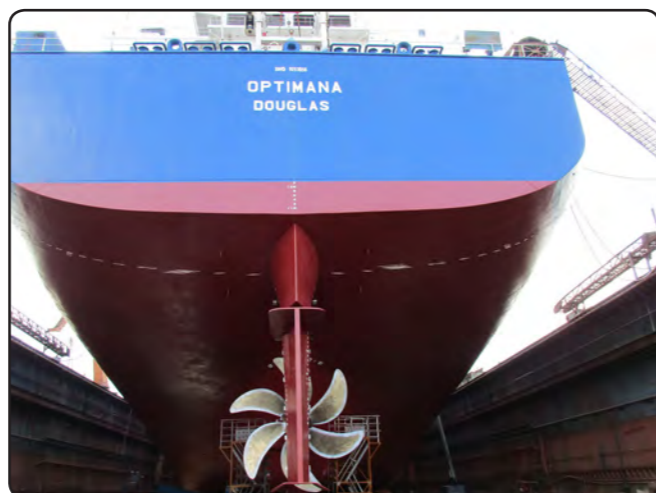
DENISE, MURIEL AND SARAH

The main focus for merchant vessel registrations has been in Asia and with our presence and reputation growing in that market we expect to be working with new and existing shipowners from the area in the coming years

The hard work and enthusiasm of the registry team is key to the first class customer service offered to shipowners and operators who are continually seeking quality solutions and speedy responses.

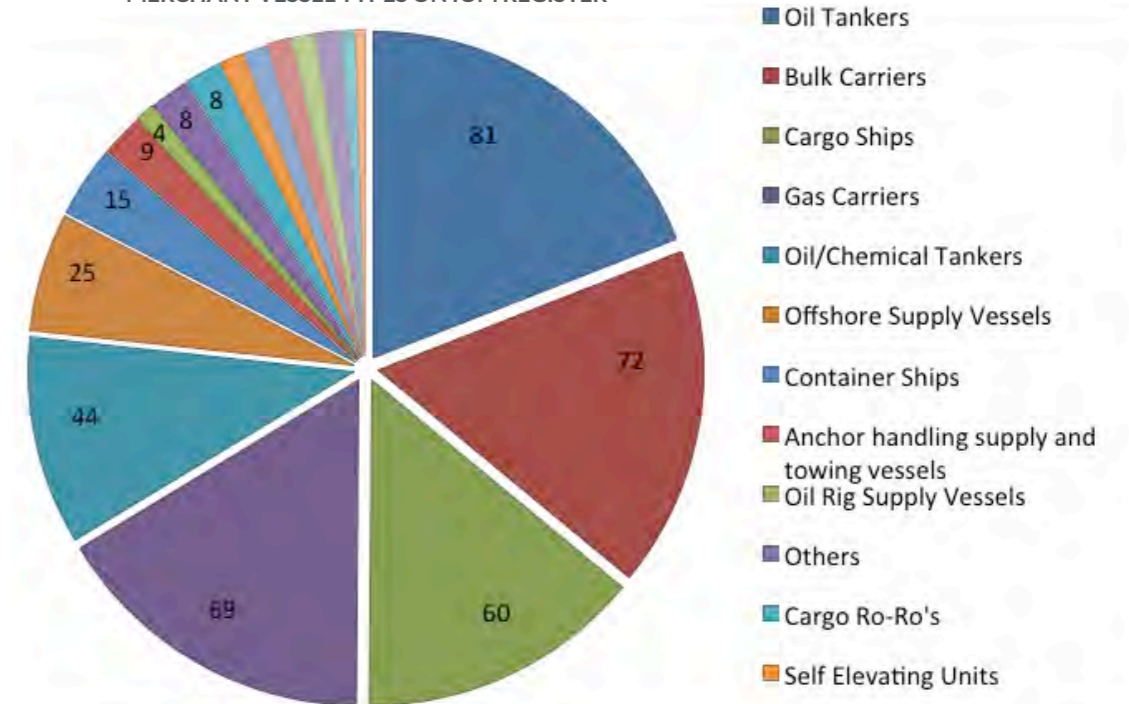
Registrars Muriel, Sarah and Denise ensure that client's expectations are matched and take pride in making the registration process as smooth as possible.

With a typical delivery in Asia, an owner based in Europe and the ship finance arranged from the City of London, it is the role of the registrar to co-ordinate all these parties and ensure that the certificates of registry, trading certificates and other documents are complete and ready to be handed over to the vessel upon delivery. There are so many different elements of initial vessel registration that it is imperative that all aspects are covered prior to the actual day of registration to avoid any last minute problems. Our registrars manage all these requirements with the minimum of fuss.

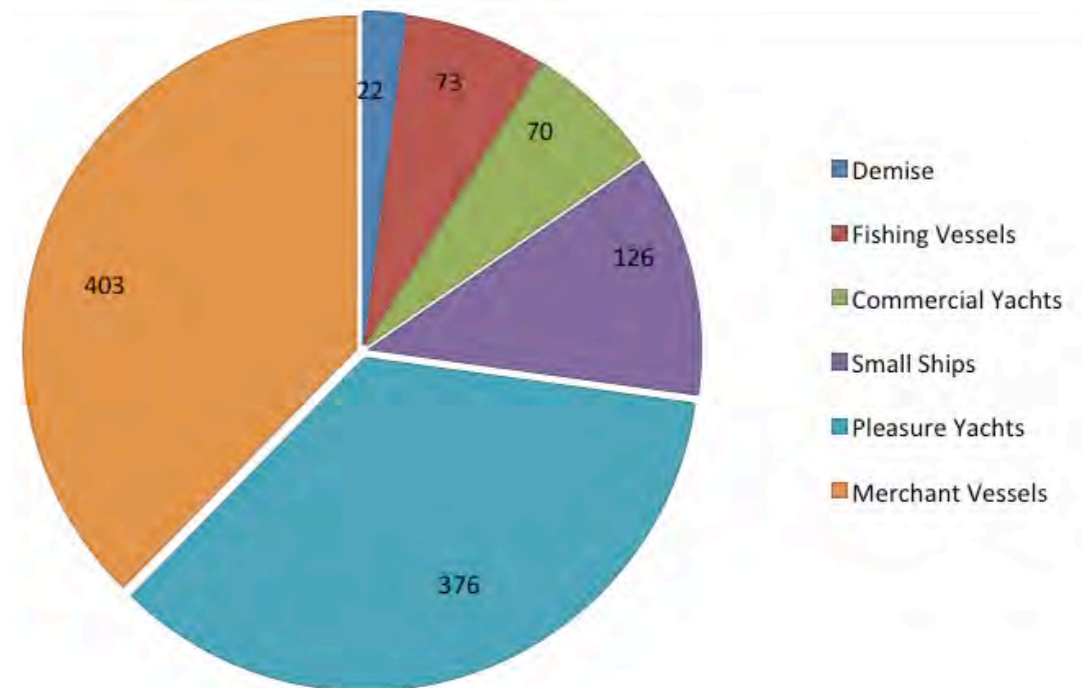


With over 9% growth in gross tonnage realised during the year, outperforming the world Fleet growth, we improved our position on Clarkson Research Services 'World Fleet Monitor' and are recorded as the world's 13th largest fleet. An average vessel age of just 10.2 years places the Isle of Man fleet as the 4th youngest among the top thirty flag states and underlines our commitment to registering quality vessels.

MERCHANT VESSEL TYPES ON IOM REGISTER



BREAKDOWN OF ISLE OF MAN SHIP REGISTERS AT END OF 2016



2016 HIGHLIGHTS



TRAFALGAR BALL

Ship Registry staff and their guests were among invitees who attended the 50th Trafalgar Ball where the gallantry of those involved in one of the most famous sea battles is remembered. The Manx connection is that at least 3 Manxmen served under Lord Nelson on board HMS Victory during the battle. Monies raised on the night go to the King George V Fund for Sailors.

MERCHANT NAVY DAY

The Isle of Man honoured merchant sailors who served in both World Wars and the years following by celebrating Merchant Navy Day. In London, Dick Welsh, Director of the Isle of Man Ship Registry, took part in the Merchant Navy Day Service and laid a wreath on behalf of the Isle of Man at the National Merchant Navy Memorial. In the Isle of Man, public buildings



Steve Ralphs, Chief Engineer, BP Shipping and Dick Welsh at the Merchant Navy Memorial in London



FORE!!!!!!

In April our man in Asia, Captain Raja Ray, led a team of invited guests to play in the Isle of Man Ship Registry team at the Singapore Mariners Golfing Group (SGG) event at the Warren Golf and Country Club. The Ship Registry was an associate sponsor of the event. Back on the sunny Isle of Man in September another Ship Registry team took to the greens for the annual IOMSR Charity Event.



Unfortunately neither team made the winners rostrum but a great time was had by all in both locations with Ship Registry clients coming together at both events. The Manx event raised over £1500 for the King George V Fund for Sailors and a big thank you goes to the following sponsors for their kind support:

Isle of Man Shipping Association, Rowany Golf Club, Thomas Miller Ltd, Equiom Trust Company Ltd, Sea Breezes Publications Ltd, Shoprite (Isle of Man) Limited, Ernst & Young LLC, IOM Steam Packet Ltd, Manx Ocean Group, PriceWaterhouseCoopers LLC, PDMS, Knox House Trust, Knox Capital Solutions, Bureau Veritas.



TOUGH CHALLENGE FOR SARAH

In August registrar Sarah Lisy took up the Toughmann challenge – a gruelling 10k cross country trek which involved a 1000ft ascent, confronting 25 obstacles, 6 tonnes of ice and just a bit of muddy water and muck along the way – to raise funds for Seafarers UK.



Having initially set her fund raising target at £1000, the generosity and support of friends, colleagues and Ship Registry clients pushed the total raised to over £2300. Well done Sarah!



MONACO YACHT SHOW

The Isle of Man Ship Registry was well represented at the Monaco Yacht Show, Europe's premier showcase for the world of Super Yachts. In partnership with the Isle of Man Superyacht Forum the Ship Registry hosted a stand to promote the Isle of Man as a centre of excellence for Superyacht registration, management and related professional services.

A drinks reception was held on the Isle of Man stand, again in partnership with the private sector organisations and this provided a great networking opportunity for the many visitors dropping by and is now becoming a regular feature on the event agenda.

Senior surveyor, Angus Lamming, and registrar, Muriel Sweetman were kept busy as clients and Captains stopped by the stand for advice or simply to catch up with a friendly chat.

The Registry team attending this year's show (pictured left) were; Senior Surveyor Angus Lamming, Registrar Muriel Sweetman, IOMSR Director Dick Welsh and Events Executive Alex Wilson.

MARITIME AWARD

The Isle of Man Ship Registry won the Global Reach Award at one of the industry's most prestigious events, the Mersey Maritime Awards. Mersey Maritime, as the representative body for the region's maritime and related industries, hosts an annual industry awards each March in celebration of excellence across the region. The Global Reach Award is presented to a business that is actively involved in international trade and has achieved global impact.

Dick Welsh said 'We are thrilled with this award. As members of Mersey Maritime we work closely with Liverpool and are delighted to be included. This acknowledges the truly global scope of the Isle of Man's Ship Registry in attracting clients from all over the world and pays tribute to the hard work of the team who go the extra mile in attracting new clients and making their experience the very best it can be.'



Ship Registry Deputy Director David Morter receives the Global Reach Award at the 2016 Mersey Maritime Awards from BBC's Louise Minchin

CASUALTIES, ACCIDENTS & INCIDENTS

Reported Casualties, Accidents, Incidents, Injuries and Deaths on Isle of Man Registered Ships in 2016

The Isle of Man Ship Registry (IOMSR) is committed to helping seafarers, managers, owners and operators concerned with all Manx ships in achieving continued high standards of safety and pollution prevention. Occasionally things go wrong, when they do the master, skipper or technical manager is required to submit a report on what has occurred.

The following table represents what was reported to IOMSR in 2016.

	Total	Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Offshore / Standby Ship	Other Cargo Ship	Commercial Yacht	Pleasure Vessel	Fishing Vessel	Cases involving death:	Cases involving serious injury:	Cases involving minor injury:
Casualty cases:	31	3	7	-	5	2	2	6	4	1	1			
Accident cases:	12	-	4	-	1	1	1	2	2	-	1			
Incident cases:	28	1	4	-	3	3	2	6	9	-	-			
Total cases:	71	4	15	-	9	6	5	14	15	1	2			
The above casualties, accidents and incidents were classified into the following occurrences:														
Collision/Allision - significant damage, foundering, stranding	9	2	1		1		1	2	1	1			2	
Collision/Allision, touch sea bottom - no/minor damage	10		2			2	1	2	2		1			
Fire	6				1	1		1	2		1		2	
Explosion	1						1							
Pressure vessel: explosion, collapse or bursting	1		1											
Sudden uncontrolled release of any substance from a system or pressure vessel	5		1			1	1	1	1				1	
Failure of any access equipment	1					1							1	
Involving access to or from the ship	1		1										1	
Slips or Falls (same level)	8	1	2		2		1	2					3	4
Slips of Falls (different levels)	4		1					2	1				1	3
Involving mooring Ropes or Hawses	2		1						1				1	
Involving Lifting Equipment	3		2		1									1
Man overboard	1		1											
Electric Shock	2								2					2
Violence to the person	1	1											1	
Closing doors or hatches	2				1				1					1
Moving about - no fall, no handling	3					1			2				1	2
Moving about - manual handling	2		1						1					2
Cargo securing failure	1							1						
Maintenance – Machinery	2		1		1								2	
Maintenance – other	1				1								1	
Navigation - machinery/equipment failure	2							2						
Cargo operations	1				1								1	
Mooring/anchoring operations	1							1						
Leisure activity on board	1								1			1		
Total	71	4	15	-	9	6	5	14	15	1	2			
Cases involving death:												1		
Cases involving serious injury:	1	4		4	2			3					14	
Cases involving minor injury:	1	3		3	1	1	2	7	1					19

Deaths or Injury on board as a result of an accident:

Number of deaths on board: 1
 Number of people with serious injuries: 14
 Number of people with minor injuries: 21



In this report a *serious injury* means an injury which is sustained by a person, resulting in incapacitation where the person is unable to function normally for more than 72 hours, commencing within seven days from the date when the injury was suffered. A minor injury means any lesser injury which is not a serious injury.

Investigations by IOMSR in 2016

In 2016 the Isle of Man Ship Registry attended six Isle of Man registered ships to conduct Casualty Investigations concerning the following:-

TYPE OF SHIP	NATURE OF CASUALTY
Oil tanker	Cargo tank failure during cargo operations causing vessel to list.
Passenger ship	Heavy impact with harbour quay when approaching harbour entrance.
Pleasure vessel	Involved in a collision with a fishing vessel when drifting whilst leisure fishing.
Commercial yacht	Sailed from port with the lazarette (stern door) open which caused partial flooding.
Fishing vessel	Grounding whilst engaged in fishing.
Commercial yacht	A crewmember drowned whilst leisure swimming in the sea.

Investigations by external investigation bodies on Isle of Man vessels in 2016

TYPE OF SHIP	NATURE OF CASUALTY
Bulk carrier	Investigation by TAIC New Zealand. Vessel grounded in a narrow channel whilst under pilotage.

Casualty investigation reports are published on the Isle of Man Ship Registry Website.

www.iomshipregistry.com/formsdocs/reports/casualty.xml

For more information please refer to the 2016 Summary Report of Casualties, Accidents and Incidents on Isle of Man Registered Vessels available on the website.

www.iomshipregistry.com/formsdocs/reports/summaryreports.xml

MARITIME LABOUR CONVENTION INSPECTIONS

For Isle of Man registered ships to which the Maritime Labour Convention 2006 (MLC) applies, the Isle of Man Ship Registry (IOMSR) is the "Competent Authority" as defined in Article II (a) of the MLC and is responsible for implementing the Isle of Man's obligations under the MLC.

Therefore in accordance with the Isle of Man MLC Regulations the following inspections are carried out:

- Inspections in order to certificate Isle of Man registered ships of 500 gross tonnage or over engaged in international voyages pursuant to the requirement of MLC 5.1.3/6.
- Inspections of ships less than 500 gross tonnage operating commercially.
- Inspections in order to certificate recruitment and placement services based in the Isle of Man pursuant to the requirement of MLC A1.4/2.

Inspections may also be carried out under the following circumstances:-

- Isle of Man registered ships worldwide to which the MLC applies where a complaint has been made.
- Foreign flag ships to which the MLC applies in Isle of Man waters subject to a Port State Control (PSC) inspection (MLC 5.2.1).
- Foreign flag ships to which the MLC applies in Isle of Man waters where a complaint has been made (MLC 5.2.2).

The IOMSR endeavours to conduct all MLC inspections using its own surveyors who fulfil the requirement of "inspector" as prescribed by MLC A5.1.4/7. Surveyors from the Ship Registry are empowered to conduct inspections at appropriate intervals and at any other time when given cause to do so. Our surveyors have been trained to carry out MLC inspections in accordance with the requirements of MLC A5.1.4 and MLC B5.1.4.

Following an inspection of a ship or premises a report is made by the surveyor including a list of any deficiencies to be rectified. A deficiency list stating what items are to be rectified is left with the ship's master or premises representative before the inspector leaves the ship or premises. MLC reports issued to the ship's master are required to be displayed in a conspicuous place on board.

Isle of Man inspectors attended 8 seafarer recruitment and placement premises on the Isle of Man and 138 Isle of Man registered ships worldwide in 2016.

Isle of Man MLC Licensed Premises (Recruitment and Placement Services)

As per MLN1.4 companies carrying out recruitment and placement services of seafarers based on the Isle of Man are inspected annually for compliance with the IOM requirements and issued with a Certificate of Compliance, valid for 5 years.

Isle of Man Premises	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	Total
Total premises inspected	0	6	1	1	8
Premises with no deficiencies	0	6	1	1	8
Premises with deficiencies	0	0	0	0	0

Isle of Man Registered MLC Ships

The table below represents the number of inspections and deficiencies raised in 2016 and the 2 preceding years. On the ships where deficiencies were identified requiring rectification, the deficiencies can be broken down as follows.

Year	2014	2015	2016
Number of Inspections	258	160	138
Ships with no MLC Deficiencies	110	89	75
Ships with MLC Deficiencies	148	71	63
Deficiencies raised:	429	134	134
1. Minimum Age	1	-	-
2. Medical Certificates	16	3	7
3. Qualification of Seafarers	35	11	12
4. Seafarer Employment Agreements	102	41	33
5. Use of any Licensed, Certified or Regulated Private Recruitment and Placement Service	19	7	4
6. Hours of Work and Rest	37	11	14
7. Manning Levels for the Ship	1	-	-
8. Accommodation	25	12	10
9. On Board Recreational Facilities	3	-	4
10. Food and Catering	64	21	12
11. Health and Safety and Accident Prevention	79	16	22
12. On Board Medical Care	18	4	9
13. On Board Complaint Procedures	18	5	5
14. Payment of Wages	11	3	2

Of the deficiencies raised on ships by Isle of Man inspectors the biggest source of deficiencies relates to seafarer employment agreements which accounted for 25% of all deficiencies in 2016. This follows the same trend as the previous years.

Overall, seafarer documentation (i.e. qualifications, medical certificates and seafarer employment agreements) remains a continuous source of deficiencies relating to seafarers.

MLC inspections are an important part of the ship's survey regime conducted by Isle of Man Ship Registry. The process of conducting MLC inspections will be continually reviewed by the Isle of Man Ship Registry to ensure continued effectiveness.

Seafarer Complaints

A seafarer has the right to bring their complaint directly to IOMSR under MLC A5.1.5/2. All complaints received by IOMSR are treated in confidence. In 2016 IOMSR investigated 10 complaints received from seafarers serving on Isle of Man ships.



For more information please refer to the 2016 Maritime Labour Convention Annual Report

http://www.iomshipregistry.com/formsdocs/reports/ilo_reports.xml

WHY CHOOSE THE ISLE OF MAN?

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
- Highly placed on ICS / ISF Performance Tables

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

Simple Consolidated Fee Scheme

We have introduced tonnage steps into the new consolidated fee, based on the Gross Registered Tonnage of each ship, the new consolidated annual fee will be:

up to 3,000	3,001 to 10,000	10,001 to 50,000	50,001 to 100,000	100,001 and over
£3,500	£4,000	£4,500	£5,000	£5,500

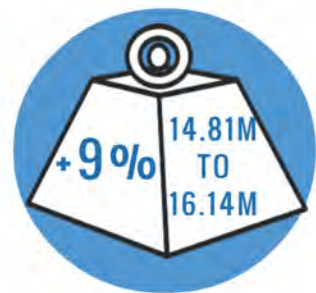
- The fee will be charged on 1 April each year. Ships registering during the year will be charged on a pro-rata basis up to the next 1 April.
- The existing Alternative Fee Scheme will cease from 1 April 2017.
- The Green Ship Discount will apply to the above annual fees.
- The Fleet Discount will be applied to the initial registration certificate fee of the next vessel registered and not to the above annual fee.
- There is no additional cost to the operator of GIs within the normal cycle.

Clients include:



Isle of Man Ship Registry

2016 REVIEW IN NUMBERS



THE FIRST INCREASE IN ISLE OF MAN TONNAGE IN A CALENDAR YEAR SINCE 2013



THE FIRST YEAR SINCE 2013 WE HAVE REGISTERED MORE VESSELS THAN WE HAVE DELETED



NOT YET BACK TO OUR TONNAGE HIGHPOINT OF 16.56M GRT IN JUNE 2014



SHIPS REGISTERED OUT OF HOURS BETWEEN 12-6AM



SHIP VISITS/AUDITS/INSPECTIONS IN PORTS AROUND THE WORLD



CLIENT OFFICE AUDITS



CLIENT OFFICE LIAISON VISITS



REGISTRY TRANSACTIONS



ENDORSEMENTS (A NEW RECORD) 86.5% PROCESSED IN 1 WORKING DAY

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**ISLE OF MAN.
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Certified to ISO9001:2008 Quality Standard, ISO14001:2004 Environmental Standard and the Investor in People Gold Standard