



 Isle of Man  
Ship Registry

Annual Report 2019

# CONTENTS

Foreword from Laurence Skelly MHK,  
Minister for Department for Enterprise **Page 4**

Registry Update **Page 6**

Introduction from Cameron Mitchell,  
Isle of Man Ship Registry Director **Page 8**

People Profile  
Toby Brooks **Page 11**

Casualties, Accidents  
and Incidents **Page 12**

Staying Informed - List of Current  
MSN's, RAN's, MLN's and TAN's **Page 16**

Policy and  
Legislation Update **Page 22**

Endorsements **Page 24**

Client Feedback 2019 **Page 26**

2019 Charity Golf Day **Page 28**

Port State Control **Page 29**

MAVIS update **Page 31**

People Profile - Dick Welsh **Page 32**

Isle of Man Maritime (IOMM) **Page 33**

Centre of Excellence **Page 36**

Maritime Cluster **Page 38**

Why Choose Isle of Man? **Page 40**

Contact Details **Page 42**

# FOREWORD

FROM LAURENCE SKELLY MHK  
MINISTER FOR DEPARTMENT FOR ENTERPRISE

The Ship Registry continues to enhance its global reputation as an International respected flag of choice and I am delighted to be able to endorse this annual report. The Ship Registry is a key part of my portfolio in the Department for Enterprise and remains the nucleus around which the Isle of Man's maritime centre of excellence continues to prosper.

In June 2019 the Paris Memorandum of Understanding on Port State Control issued its annual report, placing the Isle of Man in the number one position of its highly respected "white list". This was a first for the Isle of Man and acknowledges the commitment from



the Ship Registry staff team, Ship and Yacht owners, managers and operators, recognised organisations and business partners to meet and maintain the highest standards in an ever changing global regulatory environment.

As a regulator the Ship Registry achieved a significant milestone in July 2019 when a mock audit was carried out by the United Kingdom's Maritime and Coastguard Agency. The mock audit established that the Ship Registry was meeting its International obligations and will be well prepared for the International Maritime Organizations (IMO) Audit for compliance with the IMO Instruments Implementation Code (III Code) which is scheduled for September 2020.

The Ship Registry has seen significant changes in 2019; fees have been consolidated to increase transparency and improve the client journey; new business partners and systems have been incorporated into internal processes and procedures to maintain the quality and integrity of the register; new business development managers have been

appointed in Greece and Japan to increase the Ship Registry's profile and ultimately provide new areas of business, all in all a busy and rewarding year.

As I write this foreword the world is in the middle of a global pandemic as a result of the coronavirus outbreak which has caused many countries including the Isle of Man to go into lockdown. Organisations will require fortitude and vision to steer their way through the coming months and my Department will continue to support Manx businesses through this difficult time.

I would like to thank the Ship Registry team for their continued commitment to delivering award winning customer service especially during these unprecedented times.

A handwritten signature in black ink, appearing to read 'Laurence Skelly'.

Laurence Skelly, MHK  
Minister, Department for Enterprise

'Langness' reproduced with kind permission from Mr Ron Strathdee



# REGISTRY UPDATE

A steady year for the registry team with on average 6 new registrations of various vessel types per month. It was however a challenging 12 months which saw a dip in overall fleet gross tonnage.

We ended 2019 as the 15th largest fleet in the world (based on GRT) and the 3rd youngest among the top thirty flag states with an average vessel age of 10.3 years.

The Isle of Man Ship Registry remains one of the world's leading register of ships and super yachts. Supported by sophisticated electronic systems we are able to register vessels quickly and efficiently to suit all time zones and have online systems to ensure a smooth process for all our clients.

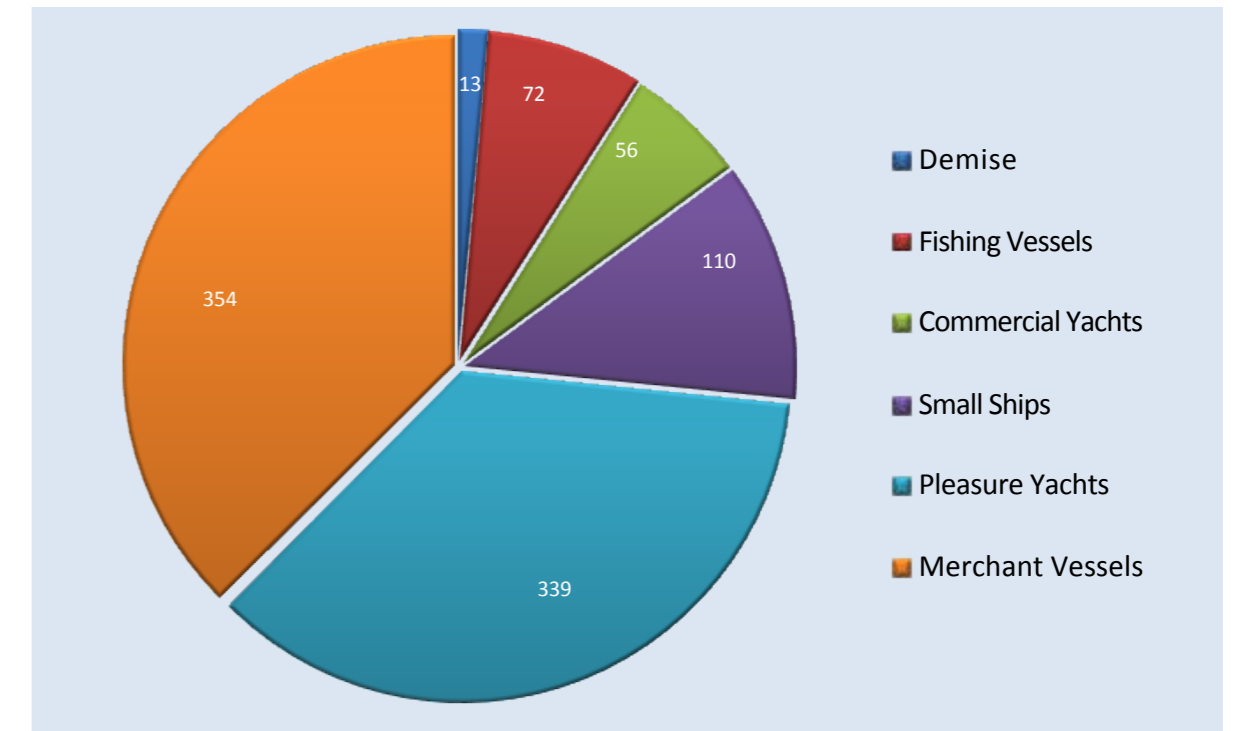
We welcomed new registrar Charlotte to strengthen the team and enable us to maintain the first class service expected by all Ship Registry clients.

Led by Sarah, the registrars (Muriel, Denise, Hazel, Siobhan and Charlotte) provide advice and regulatory oversight for the vessels on the registers in a pragmatic and commercially sensitive manner. They provide registration cover 24/7 and are always happy to discuss your vessel registration requirements and explain the process for flagging with Isle of Man

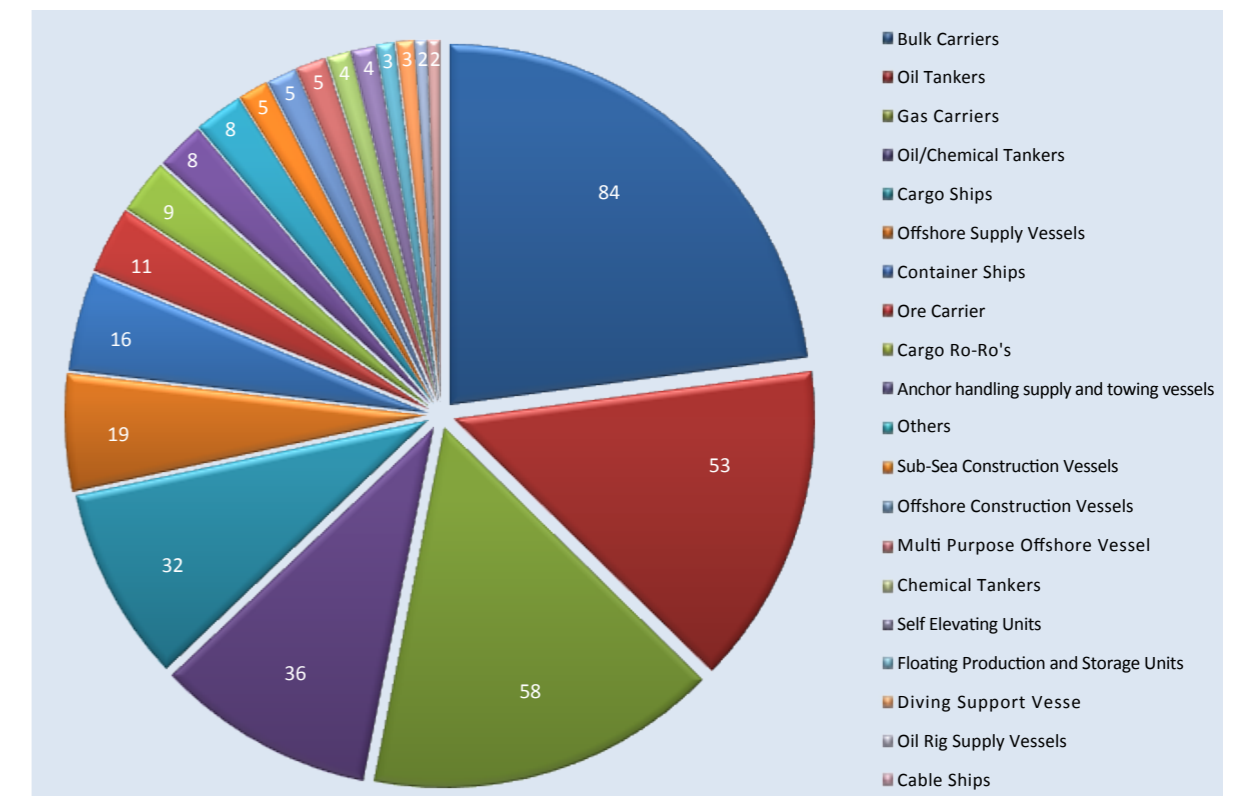
Contact the Isle of Man Registration team at: [registry.marine@gov.im](mailto:registry.marine@gov.im)



BREAKDOWN OF ISLE OF MAN SHIP REGISTERS 2019.



MERCHANT VESSEL TYPES ON IOM REGISTER



# INTRODUCTION

FROM CAMERON MITCHELL  
IOM SHIP REGISTRY DIRECTOR

2019 has been another very busy year and one in which the Registry has continued to deliver excellent customer service to its Global client base. The Ship Registry has also gone through a significant period of change both in terms of staff and the introduction of new innovative services.



In May 2019, my predecessor, Dick Welsh MBE retired after a long and illustrious career. In my opinion Dick's leadership and vision transformed what was the traditional Ship Registry operating model into a modern Ship Registry that embraces change, invests in its people and systems and is at the forefront of digital innovation.

Dick's leadership brought out the best in us all, he ensured that the team was all on board, on the same course, on the correct heading and had the same destination in mind. (Not bad for a Marine and Chartered Engineer!)

I am writing this on the 1st April 2020 exactly 365 days since I officially became the Director of the Isle of Man Ship Registry and what a first 365 days they have been. Enlightening, empowering, frustrating and humbling with the occasional spark of insight and thankfully plenty of kind words and support from an excellent team of enthusiastic and dedicated professionals, which I am extremely proud to be part of.

The Ship Registry's course has remained true; however it would be fair to say that 2019 has required some alterations along the way. The

political unrest in the Middle East and Strait of Hormuz provided a back drop for a set of circumstances which has significantly impacted the size of the Isle of Man registered fleet. I am disappointed that not all our clients could remain on the journey with us, but completely understand the sound and difficult business decisions which had to be made.

I am particularly proud of the leading role the Ship Registry played within the Red Ensign Group to influence the political landscape within the United Kingdom to provide British ships with the full support of the United Kingdom Government, its Agencies and Forces when transiting the Strait of Hormuz.

In 2019 the Ship Registry was one of the first flags in the world to launch electronic digitally signed certification, enabling certificates to be produced, signed and sent to their required destination by email within a matter of minutes. This includes a ship's Certificate of Registry, Ships Statutory Certification and Seafarer's Certification, all of which has been designed to improve customer service and reduce our environmental impact.

In June 2019 the Paris Memorandum of Understanding on Port State Control (Paris MOU), produced their annual report on flag state performance. The Paris MOU produce a 'White List' of the highest performing flag states in the world and in June 2019 the Isle of Man Ship Registry took the number one spot. This was a first for the Ship Registry and true recognition of the quality of the Isle of Man fleet.

In December 2019 the Ship Registry was awarded "Best Ship Registry" for 2020, by World Commerce Review. This was the second year in a row that the Ship Registry has won this prestigious award.

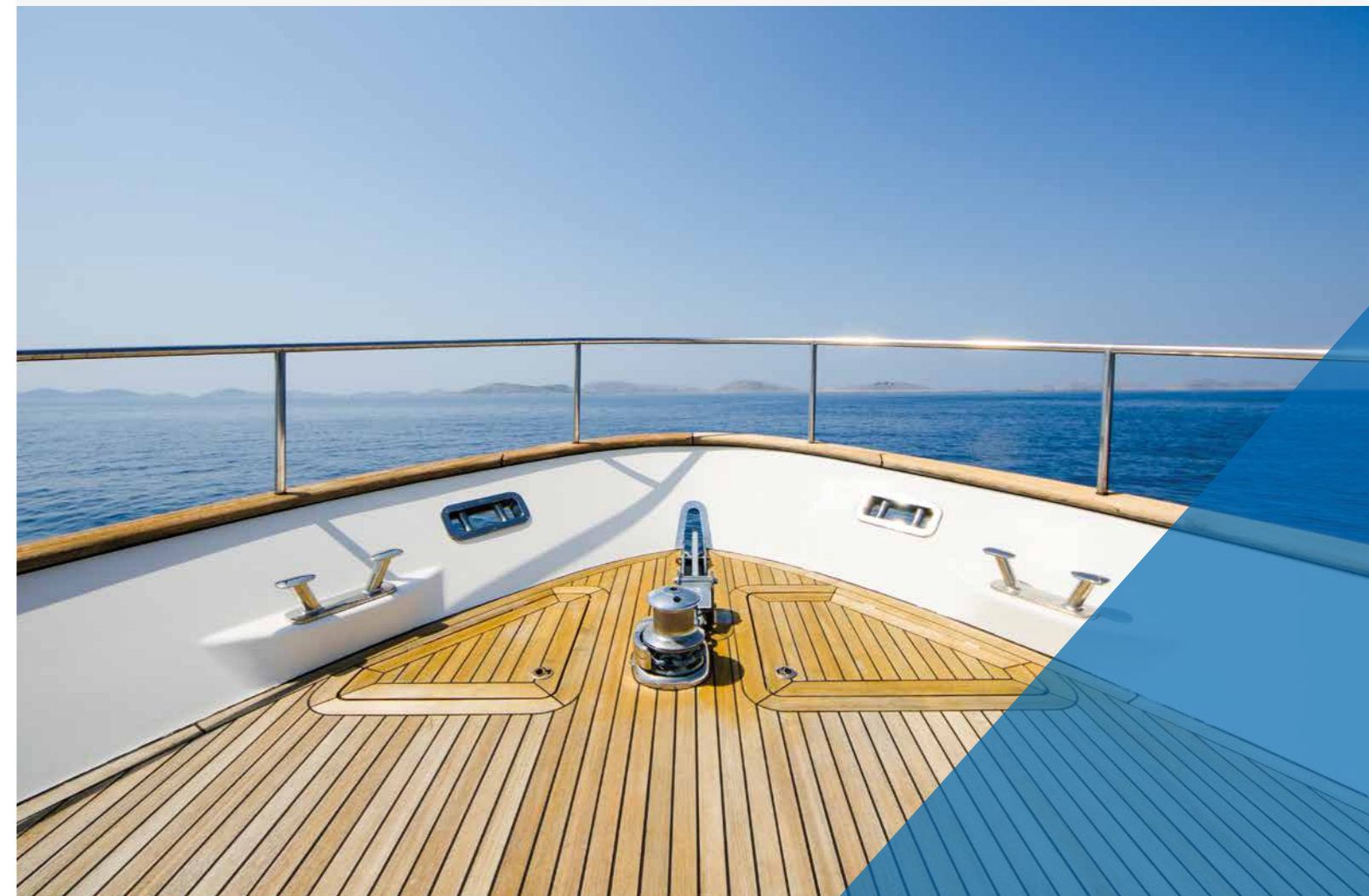
The Ship Registry team would like to thank the Classification Society's that work as Recognised Organisations on our behalf, our business partners and ultimately the Owners,

Operators and Managers that choose the Isle of Man as their flag of choice.

On the 11th of March 2020 the World Health Organization declared COVID-19 a pandemic. COVID-19 will ultimately impact every aspect of all our lives. However there are a unique set of individuals, working as a team, delivering goods 365 days of the year, away from their loved ones and families to enable us all to continue. Not everyone can live such a life and I am proud to say that I have, so our final thanks goes to you, our Seafarer's – Thank you one and all.

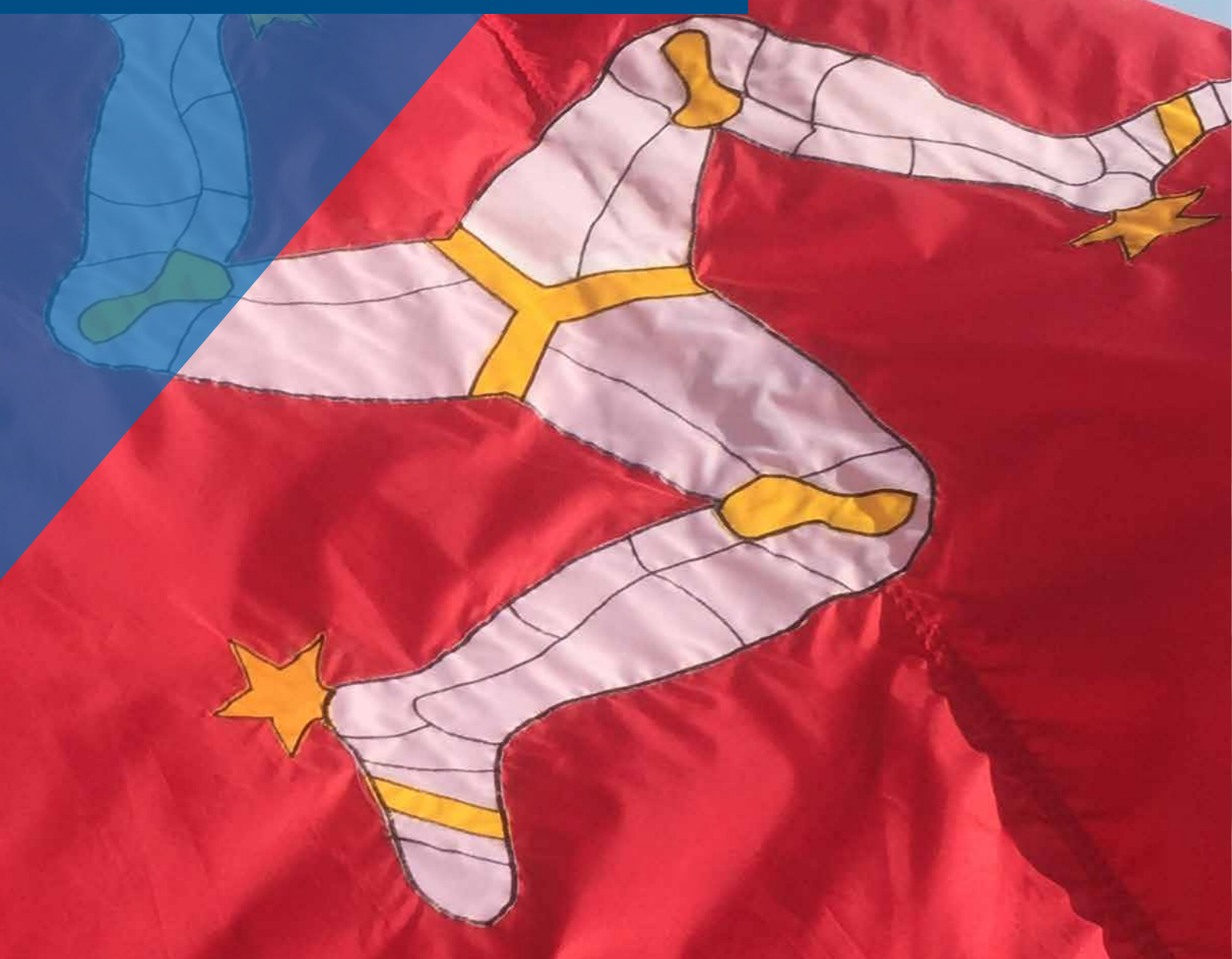
A handwritten signature in black ink, appearing to read 'C. Mitchell', written in a cursive style.

Cameron Mitchell  
Director, Isle of Man Ship Registry



# VISION

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



# PEOPLE PROFILE

*TOBY BROOKS*

Isle of Man Ship Registry welcomes new Deputy Director Toby Brooks.

Toby is a graduate of Naval Architecture from Southampton and has 25 years’ experience in marine surveying and management roles for classification society Bureau Veritas.

Since joining Bureau Veritas (BV) in 1994 following a university scholarship, he has held a range of technical and operational leadership roles at BV headquarters in Paris, including operations management for their European zone, project management and training in consultancy services such as ships recycling and remote surveying techniques, as well as business development manager for classification services in the UK and Bureau Veritas Solutions Consultancy services worldwide.



Joining Isle of Man Ship Registry in August 2019, his main role is to expand and strengthen the Isle of Man fleet and client portfolio.

Now resident on the Isle of Man, he and his family are in the process of relocating from New Forest, South Coast UK.

Personal interests include golf and sailing as well as tennis and cricket with his two children.

Asked how he felt about joining the team at the Ship Registry during an interview with a local radio station, Toby replied, “Very exciting, it’s a new challenge and I’m looking forward to bringing my previous experience to help build on the already very positive global reputation that the Ship Registry holds”

# REPORTED CASUALTIES, ACCIDENTS, INCIDENTS, INJURIES AND DEATHS ON ISLE OF MAN REGISTERED SHIPS IN 2019

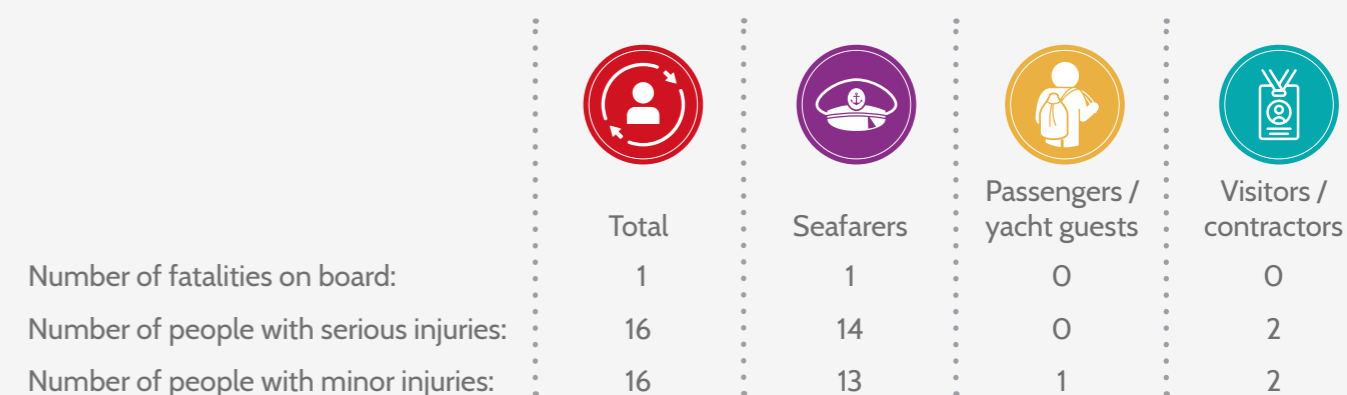
The Isle of Man Ship Registry (IOMSR) is committed to helping seafarers, managers, owners and operators concerned with all Manx ships in achieving continued high standards of safety and pollution prevention. Occasionally things go wrong, when they do the master, skipper or technical manager is required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

The following table represents what was reported to IOMSR in 2019.

|   | Total     | Passenger | Oil Tanker | Chemical Tanker | Gas Carrier | Bulk Carrier | Offshore / Standby | Other Cargo Ship | Commercial Yacht | Pleasure Vessel | Fishing Vessel | Cases involving minor injury: | Cases involving serious injury: | Cases involving death: |
|---|-----------|-----------|------------|-----------------|-------------|--------------|--------------------|------------------|------------------|-----------------|----------------|-------------------------------|---------------------------------|------------------------|
| Casualty cases:   | 30        | 0         | 5          | 0               | 4           | 5            | 4                  | 9                | 1                | 1               | 1              |                               |                                 |                        |
| Accident cases:   | 20        | 2         | 0          | 0               | 2           | 3            | 9                  | 1                | 2                | 0               | 1              |                               |                                 |                        |
| Incident cases:   | 39        | 3         | 7          | 0               | 2           | 5            | 5                  | 8                | 12               | 0               | 0              |                               |                                 |                        |
| <b>Total cases:</b>   | <b>89</b> | <b>5</b>  | <b>12</b>  | <b>0</b>        | <b>8</b>    | <b>13</b>    | <b>15</b>          | <b>18</b>        | <b>15</b>        | <b>1</b>        | <b>2</b>       |                               |                                 |                        |
| The above casualties, accidents and incidents were classified into the following occurrences: |           |           |            |                 |             |              |                    |                  |                  |                 |                |                               |                                 |                        |
| Collision/Allision - significant damage, foundering, stranding                                | 11        |           | 1          |                 |             | 3            | 1                  | 4                | 1                |                 | 1              |                               |                                 |                        |
| Collision/Allision, touch sea bottom - no/minor damage  | 15        | 2         | 2          |                 | 1           | 4            |                    | 5                | 1                |                 |                |                               |                                 |                        |
| Fire  | 3         | 1         |            |                 |             |              | 1                  |                  |                  |                 |                |                               |                                 |                        |
| Pipe systems: explosion, collapse or bursting   | 2         | 1         |            |                 |             |              | 1                  |                  |                  |                 |                |                               |                                 |                        |
| Sudden uncontrolled release of any substance from a system                                    | 13        |           | 1          |                 | 1           | 1            | 8                  | 1                | 1                |                 |                |                               | 3                               |                        |
| Electrical short circuit or overload  | 1         |           |            |                 |             |              |                    |                  |                  |                 | 1              |                               |                                 |                        |
| Failure of any lifting device   | 2         |           |            |                 |             | 1            | 1                  |                  |                  |                 |                |                               |                                 |                        |
| Involving access to or from the ship  | 1         |           |            |                 |             |              |                    | 1                |                  |                 |                |                               |                                 | 1                      |
| Slips or falls (same level)   | 9         |           | 3          |                 | 1           |              | 2                  | 1                | 2                |                 |                | 6                             | 3                               |                        |
| Slips or falls (different levels)   | 6         |           | 1          |                 | 1           |              |                    | 2                | 2                |                 |                | 3                             | 3                               |                        |
| Involving mooring ropes or hawses   | 4         |           | 2          |                 |             |              |                    |                  | 2                |                 |                | 1                             | 1                               |                        |
| Involving lifting equipment   | 2         |           |            |                 |             |              | 2                  |                  |                  |                 |                | 1                             | 2                               |                        |
| Exposure to hazardous or toxic substances   | 1         |           |            |                 |             | 1            |                    |                  |                  |                 |                |                               | 1                               |                        |
| Man overboard   | 2         |           |            |                 |             | 2            |                    |                  |                  |                 |                |                               |                                 |                        |
| Moving about - no fall, no handling   | 1         |           |            |                 |             |              |                    |                  | 1                |                 |                | 1                             |                                 |                        |
| Involving rescue boat/lifeboat/tender boat/liferaft   | 2         |           |            |                 | 1           |              |                    |                  | 1                |                 |                |                               |                                 |                        |
| Drill - other than survival craft   | 1         |           |            |                 |             |              |                    |                  | 1                |                 |                | 1                             |                                 |                        |
| Maintenance - machinery   | 1         |           |            |                 |             | 1            |                    |                  |                  |                 |                |                               | 1                               |                        |
| Maintenance - other   | 3         |           |            |                 |             |              |                    |                  | 2                | 1               |                | 2                             | 1                               |                        |
| Navigation - COLREG infringement  | 1         |           |            |                 |             |              |                    | 1                |                  |                 |                |                               |                                 |                        |
| Navigation - machinery/equipment failure  | 7         |           | 2          |                 | 2           |              |                    | 3                |                  |                 |                |                               |                                 |                        |
| Cargo operations  | 1         | 1         |            |                 |             |              |                    |                  |                  |                 |                | 1                             |                                 |                        |
| <b>Cases involving minor injury:</b>  | <b>1</b>  | <b>3</b>  |            |                 |             |              | <b>2</b>           | <b>2</b>         | <b>8</b>         |                 |                | <b>16</b>                     |                                 |                        |
| <b>Cases involving serious injury:</b>  |           | <b>4</b>  |            |                 | <b>3</b>    | <b>2</b>     | <b>3</b>           | <b>2</b>         |                  | <b>1</b>        |                |                               | <b>15</b>                       |                        |
| <b>Cases involving death:</b>   |           |           |            |                 |             |              |                    | <b>1</b>         |                  |                 |                |                               |                                 | <b>1</b>               |

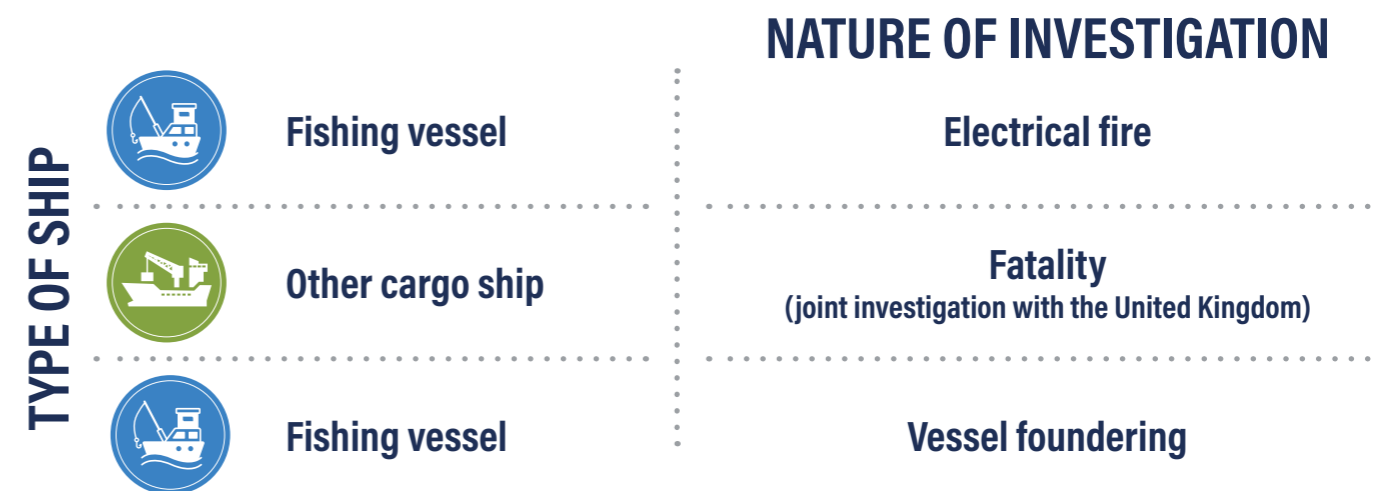
# DEATHS OR INJURY ON BOARD AS A RESULT OF AN ACCIDENT:

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. Fatalities do not include death from natural causes or suicide.





# INVESTIGATIONS BY IOMSR IN 2019

In 2019 the Isle of Man Ship Registry attended three Isle of Man registered ships to conduct a Safety Investigation concerning the following:




No Safety Investigations were conducted by IOMSR on foreign ships in Isle of Man territorial waters.

# INVESTIGATIONS BY OTHER INVESTIGATION BODIES ON ISLE OF MAN REGISTERED SHIPS IN 2019

| TYPE OF SHIP   | NATURE OF INVESTIGATION | INVESTIGATION AUTHORITY  |
|--|-------------------------|--|
|  Other cargo ship | Collision               |  China          |
|  Other cargo ship | Grounding               |  United Kingdom |
|  Bulk carrier     | Collision               |  China          |
|  Bulk carrier    | Man overboard           |  Singapore     |

## INVESTIGATION REPORTS PUBLISHED IN 2019 WERE AS FOLLOWS:-

| SHIP NAME    | TYPE OF SHIP   | NATURE OF INVESTIGATION |
|--------------|--|-------------------------|
| Heather Maid |  Fishing vessel | Fire 23rd Oct 2018      |

Casualty investigation reports are published on the Isle of Man Ship Registry website.  
[www.iomshipregistry.com/forms-reports/casualty-reports/](http://www.iomshipregistry.com/forms-reports/casualty-reports/)

For more information please refer to the 2019 Summary Report of Casualties, Accidents and Incidents on Isle of Man Registered Vessels available on the website.  
[www.iomshipregistry.com/forms-reports/casualty-reports/](http://www.iomshipregistry.com/forms-reports/casualty-reports/)





# 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. Regularly reviewed and updated and covering a wide range of topics the following notices and circulars can easily be accessed via the Ship Registry website.

| MARITIME LABOUR NOTICES (AS AT APRIL 2020) |   |
|--|---|
| 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 2.2                                    | 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 5.1.3&5.1.4                            | Certification, Inspection and Definitions               |
| 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 2020) |   |
|--|---|
| 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 14                                     | Liability Conventions   |
| RAN 15                                     | Representative Persons  |



| MANX SHIPPING NOTICES (AS AT APRIL 2020) |   |         |   |
|--|---|---------|---|
| MSN 001                                  | INDEX OF MANX SHIPPING NOTICES  |         |   |
| MSN 003                                  | Accident Reporting  | MSN 044 | IBC Ch.18.2 Guidance  |
| MSN 004                                  | Official Log Book Guidance  | MSN 045 | Use of Private Contracted Armed Security Personnel  |
| MSN 007                                  | Magnetic Compass Adjustment   | MSN 046 | STCW Convention regulation VI/6 Security Training   |
| MSN 011                                  | LSA -Wire Rope Terminations   | MSN 047 | Anti-fouling Systems Convention   |
| MSN 020                                  | Recognised Organisations  | MSN 049 | MARPOL Annex VI - Local Suppliers of Fuel Oil   |
| MSN 022                                  | Voyage Data Recorders – Recovery of Data                                | MSN 050 | Isle of Man Regulations implementing the STCW Manila Amendments                             |
| MSN 023                                  | Enclosed Space Entry, Timber Cargoes                                    | MSN 051 | Isle of Man Endorsement Application Process   |
| MSN 024                                  | INMARSAT Fleet77  | MSN 052 | Minimum Safe Manning Requirements   |
| MSN 025                                  | Tenders to Commercial Yachts  | MSN 054 | Isle of Man LY3 National Annex  |
| MSN 026                                  | ECDIS   | MSN 056 | Carriage of Dangerous Goods & Harmful Substances  |
| MSN 029                                  | IMO Unique Company and Registered Owner ID Number & Changes to the CSR  | MSN 057 | Maintenance and inspection of fire protection systems and appliances                        |
| MSN 031                                  | Means of Escape   | MSN 058 | Construction - Fire protection, fire detection and fire extinction                          |
| MSN 032                                  | Long Range Identification and Tracking of Ships – Important information | MSN 059 | Construction - Structure, subdivision and stability, machinery and electrical installations |
| MSN 033                                  | Pleasure Vessel Manning   | MSN 060 | Storage of Oxy-Acetylene, Refrigeration Gas and Nitrogen Cylinders                          |
| MSN 035                                  | MARPOL Annex VI Records   | MSN 061 | Bridge Navigation Watch Alarm Systems (BNWAS)   |
| MSN 037                                  | Commercial Yachts – Intact & Damage Stability                           | MSN 062 | SOLAS Chapter III Life-saving appliances and arrangements                                   |
| MSN 038                                  | MARPOL Annex VI   | MSN 063 | SOLAS Chapter V – Safety of Navigation  |
| MSN 041                                  | MARPOL Annex IV   | MSN 064 | SOLAS Chapter XI-2 and the ISPS Code  |
| MSN 042                                  | Norsafe Lifeboat NLH 70 onload release systems                          | MSN 065 | Digitally Signed Electronic Certificates  |
| MSN 043                                  | Revised MARPOL Annex V  | MSN 066 | MARPOL Annex 1 (Rev 2)  |

| TECHNICAL ADVISORY NOTICES (AS AT APRIL 2020) |  |
|---|--|
| 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)                         |
| 001-17  | Red Ensign Yacht Code & Commercial Yacht Master's Handbook   |
| 002-17  | Mandatory ECDIS Software Updates   |
| 003-17  | EU MRV Regulations   |
| 005-17  | Ballast Water Management Convention new Regulations D-2 Implementation Dates                                 |
| 006-17  | Mandatory ECDIS Software Updates – Further Information   |
| 007-17  | COSMO MED and Type Approved Fire Doors – Faulty A60, A0 and B15 Fire Doors                                   |
| 001-18  | Garbage Record Books   |
| 002-18  | Isle of Man Endorsement Applications - Medical Certificates No Longer Required                               |
| 003-18  | Online Finance System  |
| 004-18  | Format of Isle of Man issued STCW Endorsements   |

| TECHNICAL ADVISORY NOTICES (AS AT APRIL 2020) |   |
|---|---|
| 000-16  | INDEX   |
| 005-18  | IMO Emissions Monitoring Scheme                                 |
| 006-18  | Acceptance of Electronic Oil Record Books                       |
| 007-18  | Isle of Man Issued Certificates – Change of Appearance          |
| 008-18  | Ammonium Nitrate Based Fertiliser – Thermal Decomposition       |
| 009-18  | Digitally Signed SEAs   |
| 001-19  | Official Log Books, List of Crew & GMDSS Log Books – Update     |
| 002-19  | STCW Endorsements – Phasing out of post and e-mail applications |
| 003-19  | Record of Sea Service Replacing Discharge Books                 |

| TECHNICAL ADVISORY NOTICES (AS AT APRIL 2020) |   |
|---|---|
| 000-16  | INDEX   |
| 004-19  | EU Ship Recycling Regulations                           |
| 005-19  | Sulphur Cap   |
| 006-19  | New LSA Maintenance Requirements – IMO Res. MSC.402(96) |
| 007-19  | Cargo Hazards – Appreciate Them!                        |
| 008-19  | Enclosed Space Recent Incident                          |
| 009-19  | Lifeboat & Rescue Boat Drill decline by Port Authority  |
| 010-19  | EGCS – Approval Process and Guidance in Case of Failure |
| 001-20  | Coronavirus (2019-nCoV)                                 |



# POLICY LEGISLATION UPDATES 2019

## III Code

In last year's annual report, the Isle of Man Ship Registry wrote at length about their preparations for the III Code Audit. As a reminder, this a new Code written by IMO which applies directly to the IMO members who act as a Flag, Port or Coastal State. In the Isle of Man, the Ship Registry fulfils the roles of Port and Flag State, whilst the coastal State obligations are under the remit of the Department for Infrastructure's Ports Division.

The aim of the Code is to verify that contracting Governments are adequately discharging their obligations as required under the following IMO Conventions i.e. SOLAS, MARPOL, STCW, COLREGs, ITC69 and Loadlines. IMO hopes that this will address disparities in the performance of Flag States, as measured by metrics such as casualty rates and Port State control detentions.

At this stage, we should point out that the Isle of Man is not itself a member of IMO, instead our relationship with IMO is via the UK's membership. This means that we will be audited as part of the United Kingdom audit which will also encompass the other members of the Red Ensign Group. The audit is expected to take place this year and our preparations are in full swing. This includes:



- Updates to legislation to give effect to the latest versions of the IMO Conventions. We have currently completed consultations on MARPOL Annex II and Loadlines – further consultations on updates to MARPOL Annex III-VI and SOLAS will be released soon.
- Casualty Investigation – we are currently consulting on updates to our Casualty Investigation Regulations to give effect to the latest version of the Casualty Investigation Code.
- Collaborative working with other Departments in the Isle of Man Government and across the Red Ensign Group to share experience and knowledge.

In July 2019, Isle of Man Ship Registry took part in a 'mock audit' undertaken by officers from other Red Ensign Group members. This was a positive experience all-round which has given the Ship Registry a few areas to focus on ahead of the IMO audit later this year.

If you wish, you can read the full text of the III Code in the Annex to IMO Resolution A.1070(28).

## IMO 2020 - SULPHUR CAP

For Isle of Man Ship Registry clients, the major change over the past year has been the entry into force of MARPOL Annex VI Regulation 14.1.3 – better known as the 'Sulphur Cap' or 'IMO 2020'. This limits the sulphur content of any fuel oil used on board ships to that not exceeding 0.5% m/m from 1st January 2020.

The lead up to 1st January was dominated by concerns about the availability of compliant fuel in certain ports, and accordingly IMO introduced the 'FONAR (Fuel Oil Non-Availability Report)' scheme whereby ships unable to source compliant fuel should report the matter to their Flag State, who should in

turn notify IMO. In reality these concerns did not materialise on a significant scale – in the first month of the sulphur cap, we received only two FONARs.

Exhaust Gas Cleaning Systems, more commonly known as 'Scrubbers' have also been topical. This technology allows ships to continue using high sulphur fuel by 'scrubbing' the exhaust gas so that emissions are equivalent to ships using low sulphur fuel. Although this technology is now commonplace on ships, it is important to note that scrubbers are an equivalent method of compliance and must be treated as such. This means that the arrangement has to be agreed by ourselves as Flag State and then we must notify to IMO via their GISIS database. To date, around 5% of the Manx fleet have opted to install a scrubber – this is broadly in line with the international average.

From a legislation point of view, the Sulphur Cap is relatively old news since it was included in the 2008 amendments to MARPOL Annex VI, and thus is applied in Manx Law by the Merchant Shipping (MARPOL Annex VI – Prevention of Air Pollution) Order 2014. This means no legislative changes were required. The Ship Registry did, however, issue guidance to clients in TAN 005-19 and TAN 010-19 on how the regulation will be applied in practice.

## OTHER UPDATES

From 1st February 2019, the Ship Registry removed the requirement to return official logbooks, GMDSS logbooks and lists of crew to the Ship Registry offices.

Instead, it is now a legal requirement that vessels must ensure that these documents are retained on board for a minimum period of three years from the date of their closure and made available for inspection.

New MARPOL Annex I Regulations entered force on 1 July 2019 – these apply MARPOL Annex I up to MEPC.276 (70). Ship Registry published MSN 066 to provide guidance for clients.

# ISLE OF MAN OFFICER ENDORSEMENTS

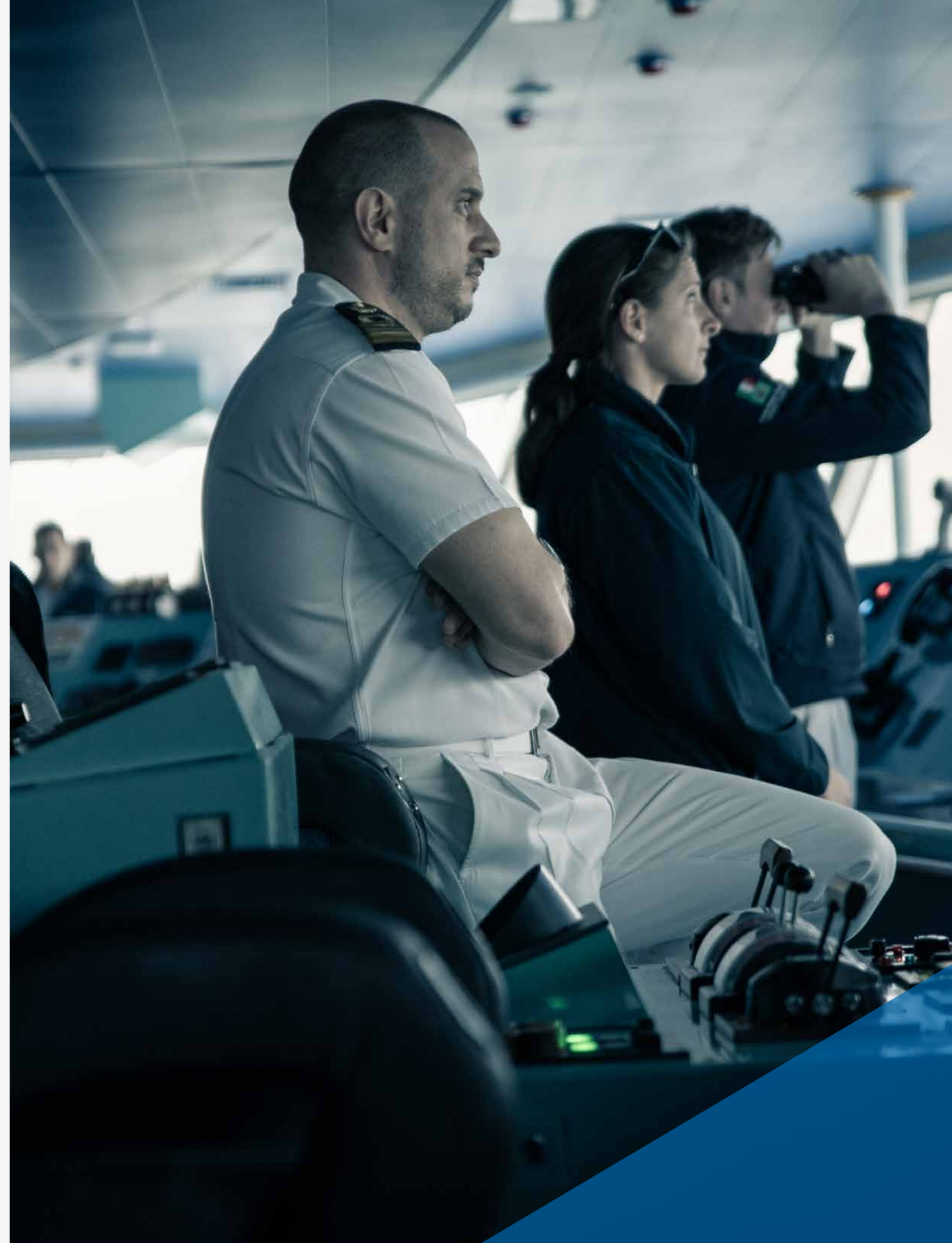
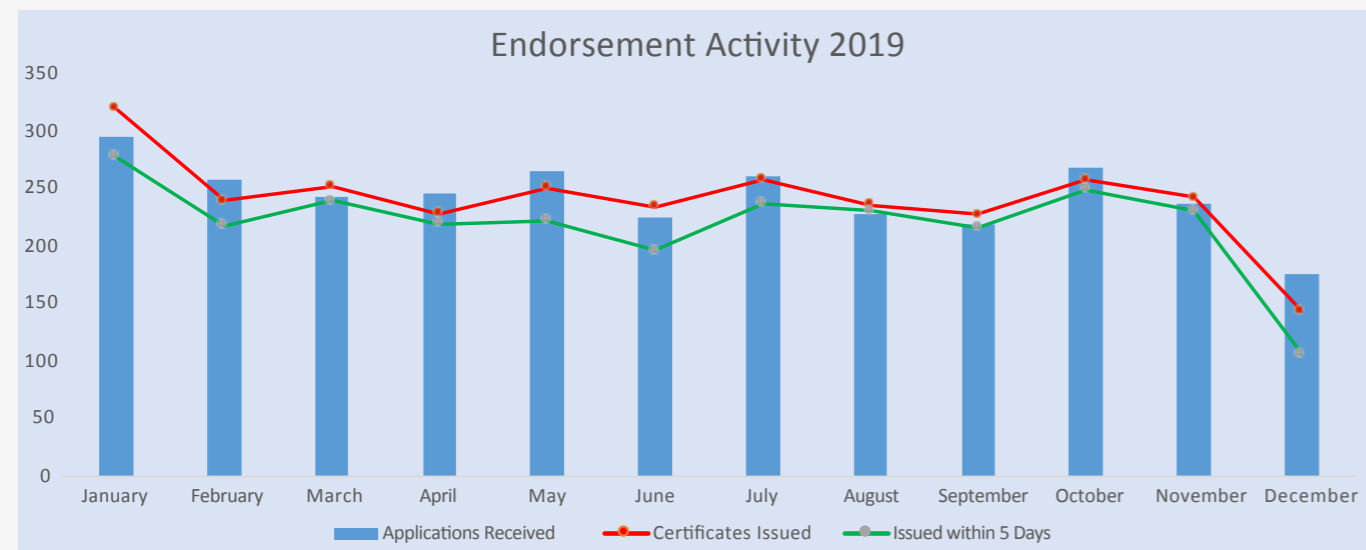
Endorsements are required by the STCW Convention for all officers sailing on Isle of Man registered vessels unless they hold a Certificate of Competency issued by the United Kingdom.

Clients can check details by visiting our online endorsement web checker at: [mavis.iomshipregistry.com](http://mavis.iomshipregistry.com) which will provide validity information. Alternatively they can e-mail [seafarers@gov.im](mailto:seafarers@gov.im) or telephone +44(0)1624 688500 to request STCW verification.

(Please note that telephone availability is restricted to normal office hours 08:30 – 17:00 Monday to Friday)

STCW endorsement applications are submitted via our online system which speeds up the process considerably. Belinda and Sarah, our STCW Administration Officers ensure that all applications are dealt with without any undue delay and last year 91% of applicants received their certification within five days of the initial application. Better still, 62% received their certificates in just one day!

Original versions of officers and crews certification must be available on board as per Regulation 1/2 of the STCW Convention. Note that where Endorsements have been issued as a Digital Certificate, the electronic version should be considered as the original and made available for inspection when required.



# VOICE OF OUR CLIENTS

Some of the feedback received in 2019.

I would like to take this opportunity to thank you on behalf of my team and self, for your visit to the vessel for conducting iom flag inspection yesterday. It was our pleasure to have your company and gain from your immense experience.

A very professional surveyor and gentleman. He carefully checked every items as he planned, was flexible to arrange for the total inspection with deck and engine department, explained details to crew, advised proposal to improve ship's management, well wearing PPE, good communication with ship's staff. We appreciated his good job.

*Thank you very much for all you help and support for the vessel under your flag and registry, it has as always been much appreciated and a pleasure working with all of you.*

**Thank you so much!  
It's a great pleasure when sometimes in our lives we meet such responsive and sympathetic people!**

We are always impressed by your pro-activity, reactivity, support and quality of response

**THANK YOU FOR UNDERTAKING THE INTERNAL REVIEW OF THIS, MUCH APPRECIATED**

**As always, just perfect**

Many thanks for the registration certificate and your very efficient and friendly service! It is much appreciated

**Excellent job was done by surveyor. He actively encourage a crew to learn and to see mistakes as an opportunity for learning and development.**

Thank you very much for your assistance today – it is greatly appreciated and just confirms that we do have the best ship registry!

We always found the iom staff whom we send any query are very responsive and provide complete information that leaves no chance for misunderstanding

**Fantastic service from isle of man**

Thank you so much for the swift action

I thank you most sincerely for the unaccountable time and effort that you and your team have done to assist me with resolving my concerns.

**I JUST WANTED TO EXPRESS OUR GRATITUDE FOR YOUR SWIFT AND POSITIVE EXECUTION OF OUR INQUIRIES TO YOUR ADMINISTRATION**

**That's great work!**

Your surveyor has been extremely supportive, and has had questions from myself that have required answering. I have appreciated the time and support he has given both myself and the team on board

*Please pass on our congratulations to the team at iom for topping the paris white list. Keep up the good work!*

*Once again thank you for the help and support, really appreciated*

**SURVEYOR IS FULL OF ENERGY!**

Even though we don't have many vessels under your flag, the level of service we receive from your administration stands out, and is highly appreciated.

Thank you again for your time and professionalism yesterday, it was a pleasure to host you on-board

**THE OFFICERS AND CREW WOULD LIKE TO THANK THE SURVEYOR FOR THE VERY PRODUCTIVE SURVEY/AUDIT. WE APPRECIATE HIS IDEAS AND THOUGHTS HE SHARED WITH US ONBOARD. PROFESSIONAL AUDITOR**

He has done a thorough, fair and well thought out piece of work which has added clarity to a quite difficult situation - it's really appreciated.

The surveyor had a practical approach and was very accommodating. He worked around our work and rest hours and showed great patience when dealing with us. Surveyor conducted the inspection professionally and we would like to thank him for ensuring that we were never stressed during the inspection. Thank you very much for your assistance today – it is greatly appreciated and just confirms that we do have the best ship registry!

Thank you for the swift working with this matter – I will pass on this email to the vessel. I am sure they will further my gratitude for the quick work.

# SHIP REGISTRY CHARITY GOLF DAY 2019

The 2019 Isle of Man Ship Registry golf day saw some 'Class Action' as Simcocks Advocates stormed to 1st place in the team stableford Am-Am, racking up a mammoth 96 points. James Lowery led the way for Simcocks with an individual total of 43 points, which was comfortably good enough for 1st place in the individual competition.

Light winds and sun-kissed fairways meant that conditions at Rowany Golf Club could not have been better—a far cry from the wind and rain that forced the postponement of the event two weeks earlier. Unfortunately, the change of date meant a reduced field of only nine teams took to the course, but the scoring at the top of the leaderboard was no less prolific than usual.



2017 winners 'Dohle Corporate and Trust Services I' claimed second place with a good team performance. Chris Lee was the Dohle stand out player as he scored heavily on the back nine on his way to a final score of 39 and joint second place in the individual standings.

'Consistency' was the theme for Knox House Trust as they claimed the final podium place for the second consecutive year. Team Captain James Porter led by example with a steady knock of 35.

The undoubted highlight of the day occurred on the par three 13th where Simcocks man Kevin O'Loughlin (pictured below) gave new meaning to the phrase 'legal eagle' as he made the first ace in the competition's history. Needless to say, this was also good enough to claim the pin prize on the 13th. Our particular thanks to Simcocks who underwrote the substantial bar bill afterwards!

Our thanks to everyone who took part, and to our generous sponsors who are listed below. Over £1500 was raised for the King George V Fund for Seafarers

- Thomas Miller
- Shoprite
- Manx Ocean Group
- Isle of Man Steam Packet
- Knox House Group
- Digital Man Photography
- Bureau Veritas
- Paula's Kitchen
- Dohle Corporate and Trust Services I
- Robinson's Fresh Food
- Bernard Schulte Shipmanagement
- PDMS

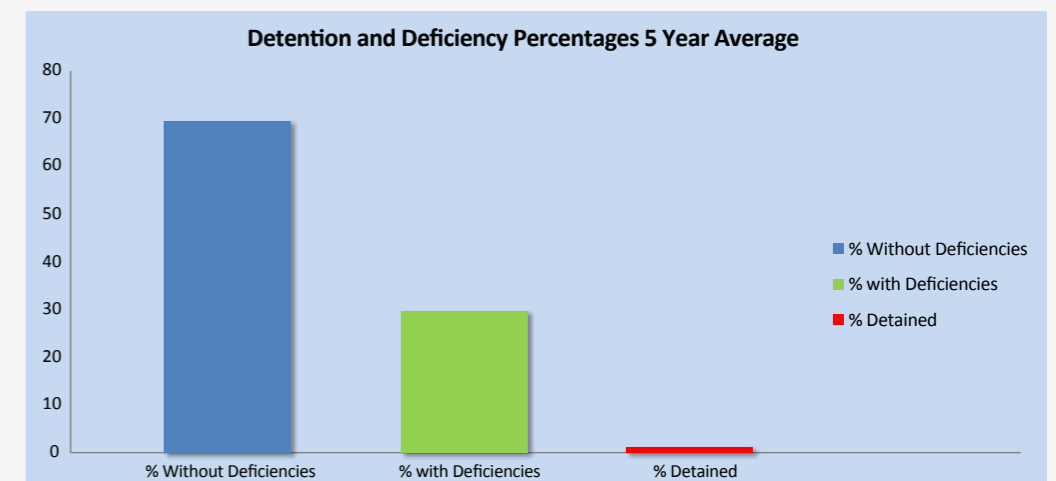


# PORT STATE CONTROL - PERFORMANCE

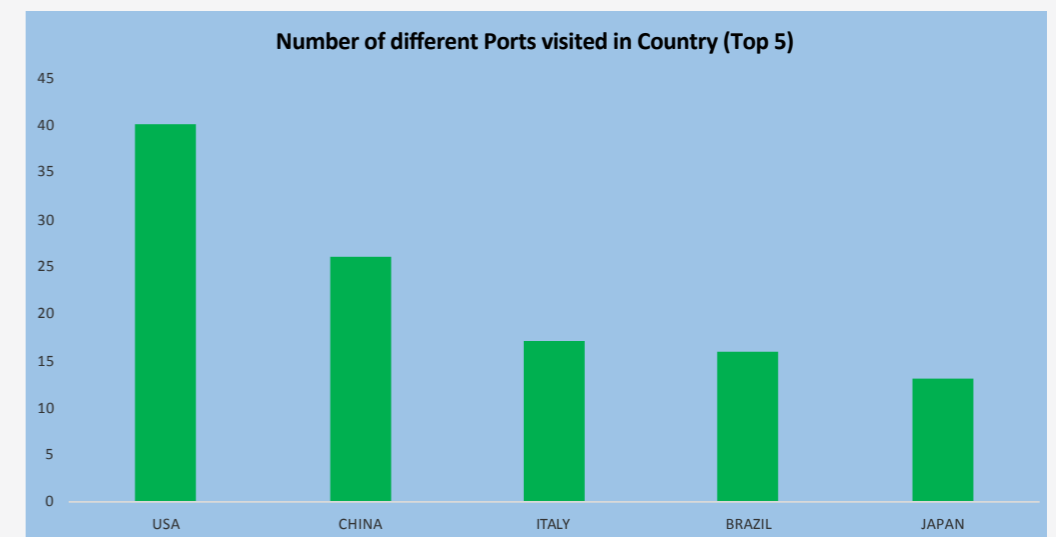
Port State Control (PSC) is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions.

It is a means of enforcing compliance in cases where the owner and Flag State have failed in their responsibility to implement or ensure compliance. Thus the aim is the elimination of "sub-standard" or poorly performing vessels. The Port State can require defects to be put right, and detain the ship for this purpose if necessary.

In 2019 Isle of Man registered vessels were subjected to over 600 Port State inspections with just a 1.5% overall detention ratio for the year.



Our vessels were subjected to PCS inspection in 352 different ports in 90 countries around the world.





## MAVIS UPDATE

Since our last Annual Report, the Isle of Man Ship Registry have invested in their online system MAVIS, including developments to enable the issue of digital certificates, which means 90% of our certificates which leave our office are now digitally signed and sent to our clients.

Since going live in February 2019, we have successfully issued over 9000 digitally signed ship certificates.

Constantly developing and improving the system our next steps will be to introduce digitally signed Continuous Synopsis Records (CSR) and Maritime Labour Convention (MLC) certificates, which should be in 2020.

Over the next 3 years, we have a programme in place to completely rebuild our online system, which will make using the system, for us and our clients, much more accessible, intuitive, and efficient.



Ultimately all the information held on ships on the Isle of Man register will be accessible to our clients by logging in directly, allowing them to view the information themselves, see what the audit schedules are and if there are any survey results requiring action. The new system will include the functions that are currently available such as applying for seafarer endorsements online and tracking and paying invoices.

The Isle of Man Ship Registry believes that investing in the development of our online systems will lead to a huge improvement in the level of service we will be able to provide for our clients.

Working in partnerships and our commitment to a world class service culture helps keep the Isle of Man competitive within the leading global registries.





# SHIP REGISTRY BADES FAREWELL AND HAPPY RETIREMENT TO DICK WELSH

At the end of 1994, Dick joined a very small team at the Isle of Man Marine Administration as a surveyor. The fleet then was less than 150 ships with mainly UK operators and a total tonnage less than 2mil GT.

Following a short spell as Deputy Director he took over as Director in 2006 with a vision and plan to see where we could take and grow the register.

At the heart of those changes was an idea to develop a digital operating system which would be at the heart of everything the Isle of Man Ship Registry does and thus MAVIS (Marine Administration Vessel Information System) was born.

Eventually the registered fleet would grow to exceed 18mil GT and include operators from around the globe.

Asked about his time leading the Registry, Dick said;



“People ask what I am most proud of. It is always to have played my part in the Ship Registry’s constant striving for improvement and new ways of working. Change is something we excel at. The team here not only manage and embrace change, but seek it out by suggesting improvements at all levels.

Looking back over my time here, the relationship with clients and the wider maritime family has always been the most enjoyable part of the role, and the part I will probably miss the most. Pictures of me with glass in hand talking to groups at events around the world are not uncommon. Party animal or skillful networker? You decide. But as we know, this industry is all about relationships, and I will always believe that the evenings and the lunches are equally as important as the boardrooms, but much more entertaining”.

For his services to the Islands maritime sector, Dick was awarded a MBE in the 2020 New Year’s Honours List.



# ISLE OF MAN MARITIME - YEAR ONE, DONE!

*JOHN GARLAND  
GENERAL MANAGER, ISLE OF MAN MARITIME*

As our first full year drew to close and we wrapped up our AGM and Christmas drinks, it was the ideal opportunity to reflect on where we have come from, where we are now and where we could go next. Many great things happened for us during 2019 so condensing them down into a couple of pages is tough, but here goes....

## Reflection

When I reflect on our team and members work during 2019, I am filled with a sense of pride at what we have accomplished and the diversity of our activities. From a core events perspective we once again stole the show at London International Shipping Week and followed that up by launching our new and larger stand at the Monaco Yacht Show, both events act as our maritime standard bearers to an international audience and the feedback has been excellent.

We delivered a range of monthly on-island events across a plethora of subjects and we were delighted to sign up to Maritime UK’s Women in Maritime pledge. We created our own Isle of Man Maritime ‘Behind the Business’ publication with Isle of Man



Newspapers, which showcased many of our members, our planned events and articles with six of the island’s leading women in maritime professionals. However, the highlight of the year for me was how our cluster members came together to deliver a unified message and demonstrate that maritime is a vital fabric of the island’s business ecosystem.

2019 also saw the retirement of a local maritime legend, and good friend, Dick Welsh MBE. I first met Dick when I worked for the Department of Economic Development (now Department for Enterprise) and he was the Director of the Isle of Man Ship Registry and we got on from the start. His love for the Isle of Man, his team at the Ship Registry and the local

maritime sector was obvious and infectious and I know he was very proud to be awarded an MBE in the New Year's Honours list. Watching his final year at the helm of the Ship Registry and the handover process to the new Director, Cameron Mitchell, was to watch a masterclass in people and business management. His wise counsel has been invaluable to me and I know he hasn't gone far...

## Successes

There were genuinely too many to mention them all but London International Shipping Week was undoubtedly one of the highlights. When Bruce McGregor from PDMS first mooted the idea of holding our key London event on the deck of the Northern Lighthouse Board's ship Pharos it ticked every box for myself and the organising committee. The Isle of Man contingent have gained a reputation for hosting unique events at each LISW and Bruce once again pulled a cracker out of the bag. The event itself attracted around 120 guests to enjoy some beer, wine, food, Manx gin and cheese in the marquee onboard the Pharos. With Tower Bridge as the backdrop and tied up alongside HMS Belfast, our guests were treated to a one-off event that will live long in their memory. A special mention must also go to the organising committee, the Pharos team who could not have been more accommodating and the Manx Sea Cadets who always add a great touch of Manx class to these events.

The Monaco Yacht Show 2019 saw a change for Isle of Man Maritime and our event partners as we moved from our traditional stand slot to a larger space to accommodate our larger stand design. With 13 event partners working with us and with my colleague Lesley-Anne Walker marshalling activities on the ground, the week was deemed a great success with many new contacts made and relationships nurtured. As well as the larger stand, more event partners working with us and our now traditional Wednesday evening drinks reception on the stand, a highlight for me personally was Lesley embracing our 'Dare to be Different'

mantra by playing host on the Friday morning of the show to Macmillan's 'World Biggest Coffee Morning' to raise funds for Macmillan Cancer Support. A great initiative that really demonstrated the breadth of activities and support we try to bring to Isle of Man Maritime events.

Speaking of new initiatives, when Lesley called to run an idea past me for creating a 'Behind the Business' publication with Isle of Man Newspapers, I jumped at the chance. We calculated the costs, gained agreement with our Chairman, Russ Kent, the executive committee and when Cameron Mitchell, Director at the Isle of Man Ship Registry agreed to partner with us it was game on! We then reached out to our membership for support and content and to say we were delighted with the finished 12-page publication would be an understatement. Much of the thanks for this must go to Lesley for her vision and determination, Cameron and his team and the contributing members for their all-important content and the six local 'Women in Maritime' professionals who contributed to the core content and messaging that was so important to tie everything together.



## Challenges Ahead

As an island nation we have always been a rock of stability in a sea of uncertainty and with Brexit now entering the real negotiation phase we must keep a close eye on developments and how it may affect our members and the wider island economy. Whether you were for or against Brexit is now not that important, what is now important is to understand the challenges and opportunities that will no doubt present themselves and be ready to defend our position or, hopefully, maximise any opportunities.

Another benefit of being part of such a diverse cluster organisation as Isle of Man Maritime is the ability to reach out quickly to member firms and Government departments when required. Therefore, we will ensure that our members have the opportunity to be briefed by local professionals and Government officials on what they believe is transpiring and how best to navigate that terrain.

## So, What's Next?

Thanks to our executive committee, our members and our local partners, we have had a great start. However there is much still to



do. 'More of the same and then some more' is probably a suitable phrase to describe our plans at this point.

So, what's the '...then some more'? We are looking to put a better strategy in place to encourage more school leavers to consider a career in maritime. There are such diverse opportunities for anyone with a genuine passion for building a career at sea or ashore in the maritime industry and we view part of our role at Isle of Man Maritime as supporting and helping develop an understanding of those possibilities, to encourage and help nurture local talent with their future maritime careers.

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# THE ISLE OF MAN: A CENTRE OF EXCELLENCE PROVIDING THE FOLLOWING...



Ship Management



Crew Management



Yacht Management



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Private Client Services



Insurance



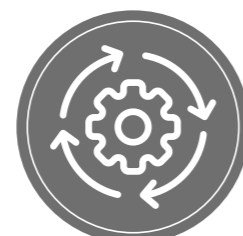
Fiduciary & Corporate Services



Ship Finance



Legal Services



Chartering & Commercial Operations



Representative Services for Manx registered ships

## IOM MARITIME SECTOR



**580**  
Employees



Local contribution  
**£95m**



**2.2%**  
GDP Contribution



# ISLE OF MAN MARITIME CLUSTER



[www.maritime.im/members-directory](http://www.maritime.im/members-directory)

# WHY CHOOSE ISLE OF MAN?

A quality flag which matches clients' expectations



# THE ISLE OF MAN SHIP REGISTRY IS ONE OF THE WORLD'S HIGHEST QUALITY FLAGS



**Paris MoU**



on Port State Control

No.1 on the Paris MOU White List



Tokyo MOU White List



USCG Qual21

Highly placed on ICS/ISF Performance Tables



Best Global Ship Registry 2020 by the World Commerce Review

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**Crew & Manning Enquiries: [seafarers@gov.im](mailto:seafarers@gov.im)**  
**MLC Enquiries: [marinemlc.DfE@gov.im](mailto:marinemlc.DfE@gov.im)**  
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 **[www.iomshipregistry.com](http://www.iomshipregistry.com)**

 **Isle of Man Ship Registry @IoMShipRegistry**

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**+44(0) 7624 493467**

 **Map Coordinates: 54°9'N, 4°29'W**

Certified to ISO9001:2015 Quality Standard, ISO14001:2015 Environmental Standard and the Investor in People Silver Standard

  
**Isle of Man**  
**Ship Registry**

