



Isle of Man
Ship Registry
ANNUAL REPORT



2020

CONTENTS

1	Who we are
2	Foreword from Laurence Skelly MHK, Minister for Department for Enterprise
3	Introduction from Cameron Mitchell, Isle of Man Ship Registry Director
5	Staying Informed – List of Current MSN's, RAN's, MLN's and TAN's
9	Policy & Legislation Update
12	Remote Surveying
13	Endorsements
15	Charity Golf
17	Client Feedback 2020
19	Good news
21	Registration update
23	New Ferry
24	Port State Control
25	CAI's
27	MAVIS
29	Centre of Excellence
30	Why Choose Isle of Man?
31	Contact Details

Back cover photograph: 'Peel Castle'
by IOMSR Senior Surveyor Gustav Modin

WHO WE ARE

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.

FOREWORD

FROM LAURENCE SKELLY MHK
MINISTER FOR DEPARTMENT FOR ENTERPRISE

This has been a very different year for the Ship Registry team, a year in which we have had to trim our sails and navigate a different, more complex course. The destination remains the same; a diverse economy, with the Ship Registry at the centre of a flourishing maritime centre of excellence. The Ship Registry is a key part of my portfolio in the Department for Enterprise and I am delighted to be able to endorse this annual report.

This year has made us adapt and develop existing strategies and objectives to be able to provide the outstanding customer service the registry's international client base has come to know and expect.

Innovation and change have remained at the fore. This includes embracing new technology to provide smarter solutions for the survey and inspection of ships and yachts and working with clients on the design acceptance for the use of alternative ship fuels that reduce shipping's environmental impact. Another vital change to improve the client journey is a refresh of the registry computer system which is nearing completion; this will facilitate enhanced processes, procedures and data analytics.

The registry also continues to expand its global reach with the appointment of a new representative in China to add to the established network.

The registry has retained its position on the "White Lists" of the Paris and Tokyo Memorandum of Understanding on Port State Control, the United States Coastguards Qual 21 program (top performing flag states) and received a full set of positive performance indicators from the International Chamber of Shipping's 2020/21 report on flag state performance.

The registry was awarded World Commerce Reviews "Best Ship Registry 2020". This was the second time the registry has won the award the standards for which are primarily based on customer service and satisfaction.

In late 2020 the registry was also re-certified for the International Organisation for Standardisation, ISO 9001 Quality Management Systems and ISO 14001 Environmental Management Systems.

The Isle of Man Ship Registry remains a truly international quality flag of choice that has the unwavering support of both myself and the Isle of Man Government.



Laurence Skelly MHK
Minister for Department for Enterprise





INTRODUCTION

FROM CAMERON MITCHELL ISLE OF MAN SHIP REGISTRY DIRECTOR

In the 2019 annual report, I finished with the below statement. In the 2020 annual report I can think of no better way to start:

“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 seafarers – thank you one and all.”

It would be fair to say that our collective worst fears on the impact of COVID-19 on our everyday lives were realised and none more so than for the world’s seafarers, who bravely faced down the pandemic to keep essential supplies arriving on our shores. Where travel restrictions have prevented scheduled crew changes we have tried to work with operators to get seafarers home as soon as circumstances allow.

At the Ship Registry we pride ourselves on being a small team that is able to move quickly to address new challenges. COVID-19 would provide the ultimate test of these credentials, as well as the opportunity to demonstrate that we are more nimble than our larger competitors.

2020 made us change our future strategies, to adjust our thinking and adapt to a ‘new normal’. In doing so we embraced new technology and became more innovative in order to continue to provide the level of service our clients have come to know and expect.

For instance, in May 2020 the Isle of Man Ship Registry became the first flag state in the world to witness and accredit a remote periodical survey of a Bulk Carrier owned and operated by Berge Bulk and classed with DNV GL. Our technical team witnessed the surveys from the Isle of Man office while simultaneously witnessed by DNV GL through their Singapore office. The ship was located in Port Headland, Australia

In order to meet our clients’ needs the Ship Registry has now adopted and implemented the same remote technology to enable remote flag state inspections and provide our clients with a blended approach to ensuring statutory compliance. That blended approach includes the appointment of new Isle of Man surveyor resources at key locations around the world through our partner Idwal Marine.

Elsewhere, we have been working to further enhance the Ship Registry’s international reputation as a quality flag of choice with the appointment of Polaris Media as our

dedicated public relations and marketing partner, promoting the Ship Registry to a global maritime audience.

To support the Ship Registry’s marketing initiatives and global growth strategy we appointed a new Business Development Manager in China, Jonathan Kingdon in late 2020. Jonathan’s experience and expertise will provide the Ship Registry with an invaluable resource within the Chinese maritime market place. He joins our existing representatives located in Greece, Japan and Singapore.

It seems only fitting that I end this introduction to the 2020 annual report in the same manner as I started, by again showing our gratitude to our seafarers. But this year we wanted to do something that went beyond mere words of thanks.

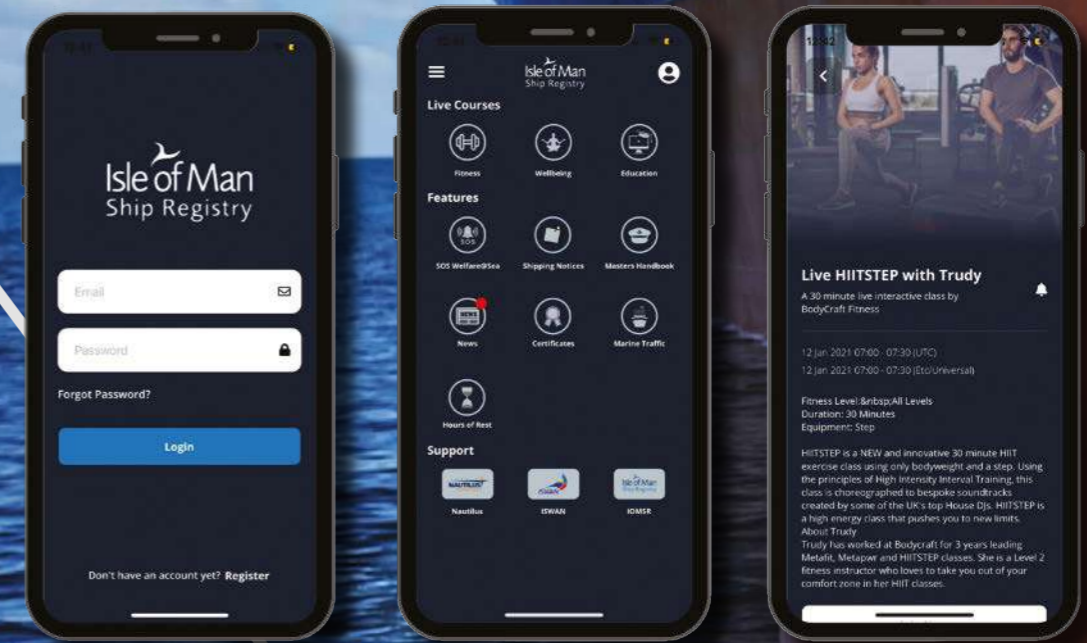
In late 2020 the Ship Registry launched the world’s first Seafarer welfare App, designed by a flag state. The App has been developed with our business partner Tapiit Maritime

and has been designed to holistically support our seafarer’s well-being. The App has many functions, ranging from free live streaming of metafit and yoga classes through to nutrition, mental well-being and spiritual services.

To support our seafarers when they need it most, the App also includes a dedicated 24/7 help line provided by the International Seafarer’s Welfare and Assistance Network (ISWAN) and the contact details of Chaplaincy services around the globe provided by Stella Maris.

We very much hope the App will provide some comfort to our seafarers during this most demanding of times.

Cameron Mitchell
Isle of Man Ship Registry Director



Download ‘Crew Matters’ now
Designed to support seafarers in the wilderness with social activities and gym classes. The Crew Matters App is available to all vessels registered under the Isle of Man flag.



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 2021

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 2021

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 2021

MSN 001 Index of Manx Shipping Notices			
MSN 003	Accident Reporting	MSN 051	Isle of Man Endorsement Application Process
MSN 004	Official Log Book Guidance	MSN 052	Minimum Safe Manning Requirements
MSN 007	Magnetic Compass Adjustment	MSN 054	Isle of Man LY3 National Annex
MSN 011	LSA –Wire Rope Terminations	MSN 056	Carriage of Dangerous Goods & Harmful Substances
MSN 020	Recognised Organisations	MSN 057	Maintenance and inspection of fire protection systems and appliances
MSN 022	Voyage Data Recorders – Recovery of Data	MSN 058	Construction – Fire protection, fire detection and fire extinction
MSN 023	Enclosed Space Entry, Timber Cargoes	MSN 059	Construction – Structure, subdivision and stability, machinery and electrical installations
MSN 024	INMARSAT Fleet77	MSN 060	Storage of Oxy-Acetylene, Refrigeration Gas and Nitrogen Cylinders
MSN 025	Tenders to Commercial Yachts	MSN 061	Bridge Navigation Watch Alarm Systems (BNWAS)
MSN 026	ECDIS	MSN 062	SOLAS Chapter III Life-saving appliances and arrangements
MSN 029	IMO Unique Company and Registered Owner ID Number & Changes to the CSR	MSN 063	SOLAS Chapter V – Safety of Navigation
MSN 031	Means of Escape	MSN 064	SOLAS Chapter XI-2 and the ISPS Code
MSN 032	Long Range Identification and Tracking of Ships – Important information	MSN 065	Digitally Signed Electronic Certificates
MSN 033	Pleasure Vessel Manning	MSN 066	MARPOL Annex 1 (Rev 3)
MSN 037	Commercial Yachts – Intact & Damage Stability	MSN 067	MARPOL Annex II
MSN 042	Norsafe Lifeboat NLH 70 on-load release systems	MSN 068	MARPOL Annex III
MSN 045	Use of Private Contracted Armed Security Personnel	MSN 069	MARPOL Annex IV
MSN 046	STCW Convention regulation VI/6 Security Training	MSN 070	MARPOL Annex V
MSN 047	Anti-fouling Systems Convention	MSN 071	MARPOL Annex VI
MSN 049	MARPOL Annex VI – Local Suppliers of Fuel Oil	MSN 072	MARPOL Protocol I
MSN 050	Isle of Man Regulations implementing the STCW Manila Amendments	MSN 073	Load Lines Convention

Technical Advisory Notices

AS AT APRIL 2021

000-16 Index		000-16 Index	
001-16	STCW Manila Amendments – Refresher Training	003-18	Online Finance System
002-16	Ballast Water Management – Criteria for Entry into Force Not Yet Met	004-18	Format of Isle of Man issued STCW Endorsements
003-16	Kannad Marine – Safelink EPIRB Recall	005-18	IMO Emissions Monitoring Scheme
004-16	Zika Virus	006-18	Acceptance of Electronic Oil Record Books
005-16	SOLAS Amendments-Verified Gross Mass of Containers & Recommendations for Entering Enclosed Spaces	007-18	Isle of Man Issued Certificates – Change of Appearance
006-16	Certificates of Competency Expiring 31st December 2016	008-18	Ammonium Nitrate Based Fertiliser – Thermal Decomposition
007-16	Update on SOLAS Amendments-Verified Gross Mass of Containers & Recommendations for Entering Enclosed Spaces	001-19	Official Log Books, List of Crew & GMDSS Log Books – Update
008-16	Withdrawal of Industry Circulars	002-19	STCW Endorsements – Phasing out of post and e-mail applications
009-16	Fire-Fighting Protective Clothing	003-19	Record of Sea Service Replacing Discharge Books
010-16	Ballast Water Management Convention to Enter into Force 8th September 2017	004-19	EU Ship Recycling Regulations
011-16	MLC Amendments – Financial Security	005-19	Sulphur Cap
012-16	Manila Amendments – New Qualifications for Deck/Engine Ratings (STCW II/5 and III/5)	006-19	New LSA Maintenance Requirements – IMO Res. MSC.402(96)
001-17	Red Ensign Yacht Code & Commercial Yacht Master's Handbook	007-19	Cargo Hazards – Appreciate Them!
002-17	Mandatory ECDIS Software Updates	008-19	Enclosed Space Recent Incident
003-17	EU MRV Regulations	009-19	Lifeboat & Rescue Boat Drill decline by Port Authority
005-17	Ballast Water Management Convention new Regulations D-2 Implementation Dates	010-19	EGCS – Approval Process and Guidance in Case of Failure
006-17	Mandatory ECDIS Software Updates – Further Information	002-20	COVID-19 – Advice to Ship Operators (Rev. 4)
007-17	COSMO MED and Type Approved Fire Doors – Faulty A60, A0 and B15 Fire Doors	003-20	Digital CSRs
001-18	Garbage Record Books	004-20	2018 MLC Amendments
002-18	Isle of Man Endorsement Applications – Medical Certificates No Longer Required	005-20	Inventory of Hazardous Materials – Asbestos
		006-20	Mobile Devices and Other Distractions in The Workplace
		007-20	Maritime Cyber Risk Management
		008-20	Electronic MARPOL Record Books

POLICY AND LEGISLATION UPDATE

COVID-19

We'll spare the clichés about 'unprecedented times' but like so many of you, COVID-19 became our main focus in early 2020. Almost overnight, shipping's regulatory system looked in danger of grinding to a halt. Crew changes could no longer happen; officials had difficulty boarding ships and couldn't travel internationally; seafarer medical certificates and CoCs couldn't be renewed.

But at the same time, it had never been more important to keep ships moving. While many of us retreated to the relative sanctuary of 'work from home' our seafarers and their ships would ensure that consignments of essential goods such as medicines, medical PPE and food kept arriving on our shores as we needed them. As a regulator, we had to ensure that such vital work was done safely and humanely but COVID-19 restrictions meant we lacked many of the tools normally at our disposal.

One of the first things we did was to set up a dedicated webpage which consolidated guidance from ourselves, IMO and ILO. We put this front and centre on our webpage where it will remain until the issue eventually subsides.

Next, we published a Technical Advisory Notice which addressed the most significant flag state issues that ships were facing. In many cases we simply summarised IMO/ILO recommendations but this was a significant task as these recommendations were often being updated daily. At the time of writing the IMO has published no fewer than 37 addendums to its initial COVID-19 advice in Circular Letter No. 4204!

As time wore on, solutions to most issues were found. Where a ship's statutory surveys could not be completed on time, we were able to authorise short-term certification until the situation improved or remote inspections became possible. Where seafarer certification could not be renewed, certificate issuing authorities took a pragmatic view and extended existing

certificates which we endorsed free of charge.

The one issue which has persisted has been difficulties with getting seafarers repatriated and consequently seafarers having to remain onboard beyond the expiry date of the SEA, and in some cases beyond the 11 months limit specified by MLC. In such cases we have asked our shipowners to prepare a 'repatriation plan' showing clearly the reasons why repatriation was unable to take place as planned, the shipowner's revised arrangements to get the seafarers home as soon as possible and how this will be communicated to the seafarer. Only once a plan is found to be satisfactory do we allow SEAs to be extended, if the seafarer consents.

This has been the toughest year many of us have ever experienced and especially for our seafarers, let's hope life returns back to normal in 2022.



IOM based surveyors commencing a remote inspection with a vessel at the other side of the world.

2020 has been a very interesting year, a year that we have learned a lot about ourselves, our resilience and how we can do things better in the future.

From a remote inspection point of view, 2021 looks exciting.

III Code

You will recall from previous updates that III Code preparations had been a key focus, with the audit scheduled to take place in September 2020. Unfortunately, global travel restrictions meant that this was not able to take place and will be re-scheduled. We await news of a re-scheduled date and meanwhile we continue with our preparations.

MARPOL Updates

Despite the COVID-19 upheaval, we also continued with our scheduled projects. New Regulations applying the latest version of MARPOL Annex II entered into force in June while November saw us complete a project to update our legislation which applies MARPOL Annex I, III, VI, V and IV and Protocol I. The existing regulations were 4-5 years old and so we needed to bring our regulations up to date with the latest versions of the convention following updates by the Marine Environment Protection Committee (MEPC). Going forwards we aim to complete regular updates to our MARPOL regulations every one-to-two years to ensure we are always able to apply the latest version of the Convention. Checking whether our legislation is up to date will likely be a key focus of our forthcoming III Code audit and therefore this will remain a priority for the team.

Accompanying the legislation updates

is a suite of new shipping notices (MSNs 066-072). These are designed to provide guidance on how the Isle of Man applies and interprets the Convention. We summarise the key points of the convention and answer any recurrent questions we receive from clients. We also aim to provide guidance where the convention leaves something open to Flag State to determine – usually expressed in language such as 'to the satisfaction of the administration' or the 'administration may determine'.

Of the updates to the convention, Electronic Record Books has been of most interest to our clients. This has been a long awaited change which were finally permitted by IMO from 1st October 2020. Further guidance on our requirements for MARPOL Electronic Record Books can be found in TAN 008-20.

Load lines

At the very end of the year we completed the process of updating our Regulations that apply to the Load Lines Convention. The new Regulations (the Merchant Shipping (Load Lines) Regulations 2020) will enter into force on 18th December 2020. These Regulations revoke and replace the Merchant Shipping (Load Line) Regulations 2000 and the Merchant Shipping (Load Line)(Amendment) Regulations 2001.

We have also published MSN 073 to provide guidance on how we apply and interpret the convention.

Cyber Security – ISM Code

1 January 2021 sees the entry into force of a new requirement for ships subject to the ISM Code. From this date, they will need to ensure that their Safety Management System takes account of cyber risk threats and vulnerabilities to onboard systems.

In order to assist with compliance, the IMO has published MSC-FAL.1/Circ.3 containing Guidelines on Maritime Cyber Risk Management.

Compliance with this new requirement will be verified at the first annual DOC audit following 1st January 2021 and each SMC audit thereafter.

More information is available in TAN 007-20.

The Future

We have completed consultations on the Casualty Investigation Code and updates to our STCW Regulations. We shall be proceeding with regulations to give effect to these shortly.

We shall also be consulting on updates to our Regulations applying SOLAS Chapter VI shortly.

REMOTE SURVEYING IN 2020

Ensuring Service Delivery

Talk of remote surveys, the use of drones and carrying out a survey while not physically being in board may once have been the property of science fiction but as technology moves on and continues to be miniaturised and fine-tuned, this is now becoming a reality.

Heading into the Pandemic in March 2020 nobody guessed the scale of the impact. Our Flag responsibility is still to carry out a general inspection twice in a 5 year period so as soon as we were unable to travel to the vessel's that were due to be inspected we issued three months exemptions to buy some time.

Shortly after this we were approached by a Class Society to witness a full set of annual survey items being carried out with the ship in Australia, the surveyors in Singapore and witnessed by surveyors in the IOM. This global event was successful.

Three months into the Pandemic it was clear that this was not ending any time

soon so instead of kicking the can down the road and issuing more exemptions we trialled the remote technology on our vessels, purchased the system and are now offering this on all our vessel where a) we do not have a local surveyor presence and b) where the ship had a good data connection.

As we write this we are still working through the backlog of general inspections but are convinced that soon we will be back on top of our general inspections and therefore complying with our Flag obligations and providing an excellent service to all our vessels. This also has the potential for us to offer more services so this will develop after the pandemic.

From the below you can see the typical spread of IOM vessels in that they are truly trading globally so the need to use remote survey techniques is paramount. All our clients can be reassured that their vessels are still being scrutinised in detail by a trained team of surveyors from our base in the IOM as we pioneer this as a flag state.



Typical IOMSR flagged vessels global spread

For more information

about remote surveys, you can also watch our video on Youtube



OFFICER ENDORSEMENTS

The global pandemic had a profound effect on the ability of ship owners to carry out scheduled crew changes on board their vessels. As world travel constricted it became more and more difficult to get crew on and off vessels and there was a subsequent impact on applications for endorsements especially as COVID-19 restrictions imposed by countries started to take hold. The graph below clearly demonstrates the impact going into and then climbing out of the worse period during the spring and early summer.

Throughout this major disruption the Ship Registry STCW administration team Belinda and Sarah, ably assisted by Technical Officer Hannah, helped ensure that applications were processed as quickly as possible and the many queries raised by ship managers and seafarers worried about certification were answered sympathetically and professionally.

As travel restrictions eased, the volume of applications ramped up reaching over

300 in July and maintaining a steady 200 plus for the rest of the year. 90% of all applications received had an endorsement issued within 5 days from receipt and a staggering 71% were issued in just 1 day!

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.

Endorsement Activity 2020



Clients can check details by visiting our online endorsement web checker at:

<https://mavis.iomshipregistry.com> which will provide validity information. Alternatively they can e-mail seafarers@gov.im or telephone +44(0)1624 688500 to request STCW verification

CHARITY GOLF DAY

Our 12th Annual Ship Registry Charity Golf Day raised over £1,900 for the King George's Fund for Sailors, a charity set up at the height of the First World War to assist families of seafarers lost or injured at sea. Rebranded Seafarers UK in 2005 (except in the Isle of Man), the charity gives grants to help people in the maritime community, providing vital support to seafarers in need and their families, and to those in education or training who are preparing to work or serve at sea.

This year's golf day was one of the most fiercely contested, with four teams coming within a point of claiming the famous ship's decanter trophy. Although, it was Bruce Anchor who came out on top of the pile on 89 points, with a strong performance from Wayne Lisy (38 points) that included birdies on the 8th and 17th. His scoring was well supported by Steve Broadbent who made 37 points.

Conditions for the event at Rowany, held in conjunction with Isle of Man Maritime, were difficult at first with the opening stages of the event being blighted by rain,

which mercifully gave way to drier conditions later in the day while the greens remained receptive.

A three-way tie for second could only be broken by countback and it was Simcocks Advocates (88 points) who clinched second place by the barest of margins. Amongst a strong team performance, Stevie Meehan was the stand out player with 35 points, ensuring that the 2019 champions added further silverware to their collection.



Isle of Man Ship Registry 1 (88 points) broke a long trophy drought by claiming the final podium place in third. The highlight of their day was an 8-point haul on the 1st where Gustav Modin and Paul Grace both made birdie. Laurence Skelly top scored for IOMSR 1 with 37 points.

7C Shipping (88 points) were the unfortunate party to lose out on a top-3 finish on countback. However they will console themselves with Simon Harding's victory in the individual competition. Simon accumulated an impressive 39 points which included a birdie on the 15th, pipping Wayne Lisy to the trophy by a single point.

Our thanks to everyone who took part especially our generous sponsors:



Isle of Man
Ship Registry

“ Client feedback 2020

Likewise it is always a pleasure dealing with all at the Isle of Man as you have all been a great support and source of advice.

Brilliant . I love the IOM ship registry!!

The level of support from Registry is very good. Surveyors are knowledgeable and very helpful.

Thanks a lot for your good appraisal of our inspection.

Thanks for all your assistance with the audit and inspection.

Many thanks for your 1st class, comprehensive analysis.

Also thanks from the vessel crew for the good job and professionalism shown by the Inspector during this inspection

Very swift – always a pleasure with the Isle of Man Administration

An honour to be part of your Registry!

Thank you for your kind co-operation and assistance. Always fair winds and following-secure seas.

It's just a fantastic service and I really appreciate it. If only we could do more your way, life would be so much better.

Lovely service and relationship, long may it continue.

Thanks a lot for the assistance and smooth operations. It is a pleasure.

Thanks again for your support, so kind.

We were really satisfied with the last GI IOM inspection in Imbituba

Thank you for your great assistance, as always! That is much appreciated.

I don't think I've ever had a certificate issued this quick!

Thanks for this excellent service

Thank you, you are a star

We really appreciate your work

Thank you for your reply and information, it is very much appreciated.

May I personally thank you for all the hard work and dedication in ensuring a smooth and efficient conclusion of the TESS 64 series we ordered from Tsuneishi Ship Yard. Thanks to your expertise and attention to detail we have four good vessels of this series in operation. Thank you very much.

The remote audit has certainly proved a useful tool in these difficult times and allows a very flexible approach which fitted in with the tight schedule of this yacht.

You are so great. Job done so fast. Many thanks.

The audit was performed professionally.

Always good to talk to the professionals.

It may interest you to know that for other flags the same request has typically results in a 1 week delay (or more) and this has caused major problems for us in the past, with yachts not having valid wreck and bunker certs onboard in time.

As ever you are a pleasure to deal with.

Thank you for your very efficient assistance as always.

BEST SHIP REGISTRY 2020

The Isle of Man Ship Registry was awarded Best Global Ship Registry 2020 by World Commerce Review a global trade platform and publication that promotes globalisation and supports some of the world's leading business and political organisations.

The award to the Registry was based on their commitment to detail and customer care. The judges were impressed with the skill, knowledge and awareness provided by the Isle of Man Ship Registry team.

Cameron Mitchell, Director of the Isle of Man Ship Registry, commented:

'This is a significant achievement for the Isle of Man Ship Registry team. Not only does this add an element of prestige to our reputation as an international maritime centre of excellence, but I hope it will act as a nucleus around which other shipping business can grow on the Isle of Man, so the benefits will be felt in the wider Isle of Man shipping community.

I am very proud of my team, who continuously strive to offer our clients the highest quality of professional and technical customer service'.



Good news

FIRST FLAG STATE TO JOIN THE 'GETTING TO ZERO COALITION'

In 2020 the Isle of Man Ship Registry became the first flag state in the world to join the Getting to Zero Coalition, an industry-led alliance working towards decarbonising the international maritime shipping sector.

Established in 2019, the Coalition is a partnership between the Global Maritime Forum, the Friends of Ocean Action and the World Economic Forum. Its members include more than 120 organisations from the maritime, energy, infrastructure and finance sectors.

The Isle of Man Ship Registry believes flag states have an important role to play in promoting green shipping and helping the industry meet IMO environmental targets.

Cameron Mitchell, Director of the Isle of Man Ship Registry, said: *"The Getting to Zero Coalition brings together a diverse range of organisations and we are looking forward to working closely with them to help make commercially viable, zero-emission vessels a scalable reality. As a flag state we work in partnership with shipping lines, classification societies and shipyards around the world to ensure compliance with IMO rules. Our expertise, experience and existing relationships with key sector organisations mean we are well placed to champion the Getting to Zero message and support exciting new initiatives to decarbonise shipping."*



QUALSHIP-21

The Isle of Man Ship Registry is pleased to announce that we have retained our United States Coast Guard 'QualShip-21' and 'E-Zero' status.

This will be advantageous to our clients who may benefit from reduced PSC inspections in the United States if they are enrolled in Qualship-21 program.

The program is based upon data from Port State Control inspections in the United States and has long been regarded as a key performance indicator within the Shipping Industry. The program is designed to reward quality vessels, their owners and Flag Administration for their commitment to safety and quality. A quality vessel is associated with a well-run company, is classed by an organization with a quality track record, is registered with a Flag Administration with a superior Port State Control record, and has an outstanding Port State Control history in U.S. waters.

In order for a flag state to qualify, their detention ratio must be less than 1.0% over the last three year period. During 2019, Manx ships had 132 safety examinations in the United States and had zero detentions.

ISO Success

Over three days in September 2020 the Ship Registry underwent its re-certification audits for ISO9001:2015 Quality Management System and ISO14001:2015 Environmental Management System.

Carried out by Lloyds Register Quality Assurance (LRQA) it was our first remote audit of the systems and a lot of preparation was required pre-audit in order to ensure that the auditor had access to all the required areas, staff and documentation.

Ray Ferguson, Ship Registry Quality Manager was pleased to report a successful audit where certification was recommended for a further 3 years and thanked all the staff who had been involved during the audit process. After receiving the final audit report he said;

"Our ISO management systems are important as they demonstrate to our stakeholders that we have a well-run business that is independently accessed to recognised international standards. We encourage continuous performance improvement and try to create a shared culture that engages in a continuous cycle of self-evaluation, correction and improvement of our operations and processes through employee awareness and contribution supported by positive management leadership and commitment.

As with all ISO standards, they are reviewed every 5 years based on feedback received from a broad spectrum of users and the plan is for ISO to complete new versions in 2020, which should come into effect in 2021".



REGISTRY UPDATE

Led by Sarah, our team of 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.

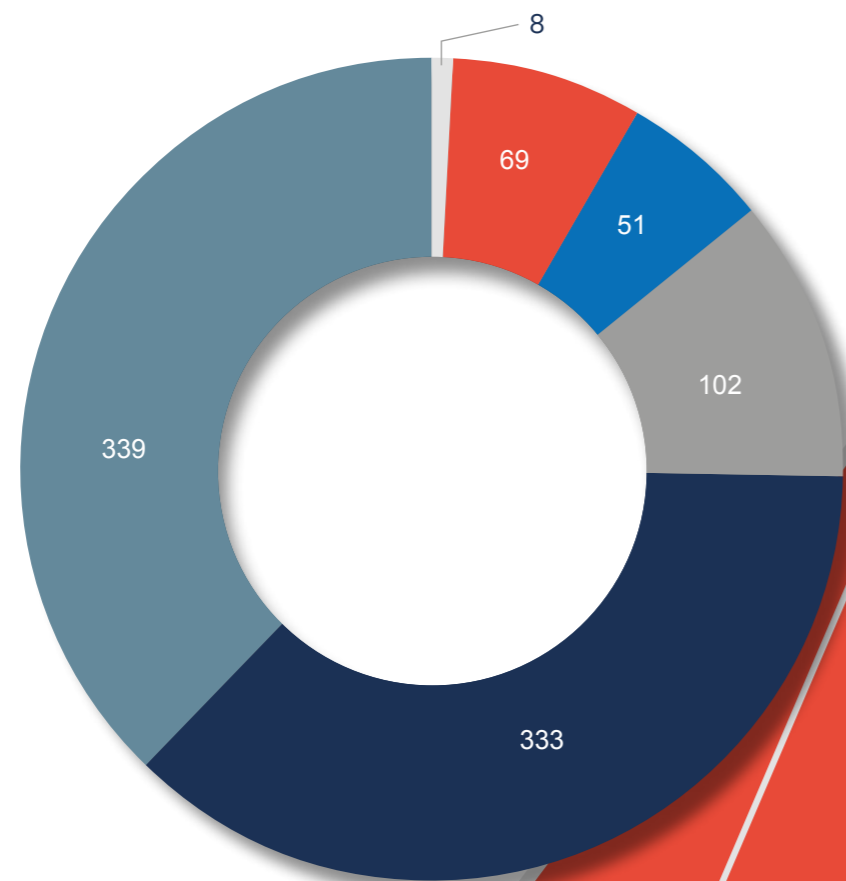
2020 was a challenging year as the Ship Registry moved to working from home for several months due to the pandemic. Of course ship owners still needed their vessels registered and, working from home, the registrars kept any disruption to a minimum.

Overall the number of registrations was down for the year but still averaged at just over 5 vessels registered per month.

Contact the Isle of Man Registration team at: registry.marine@gov.im

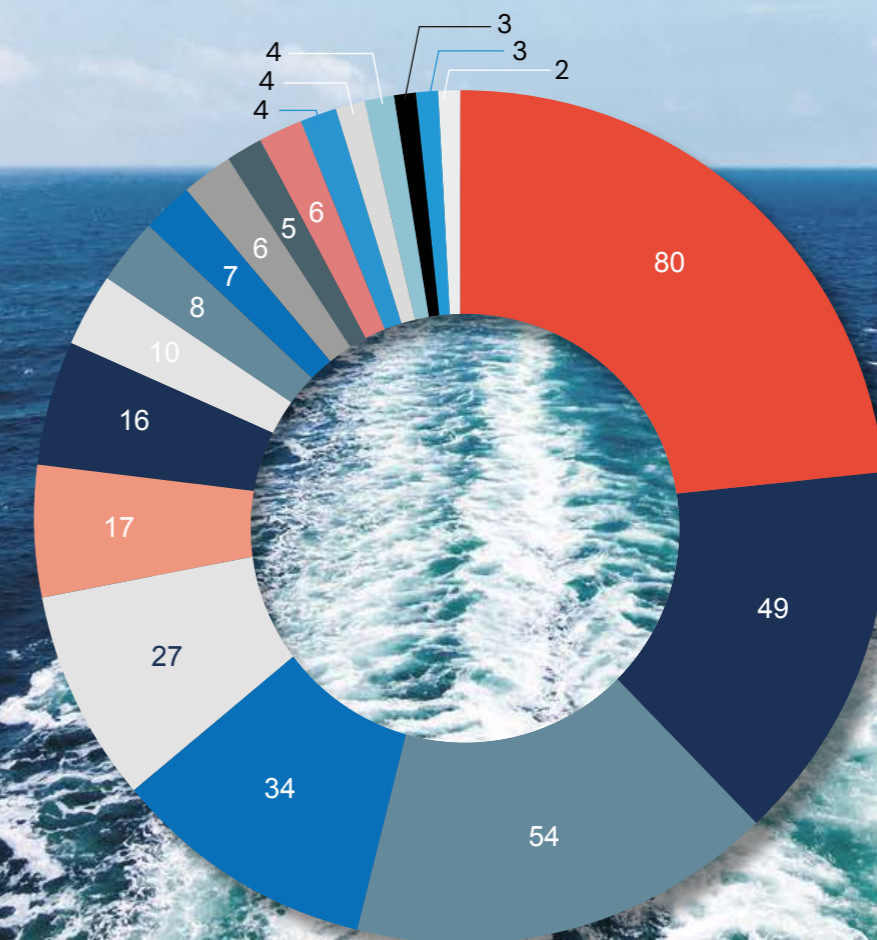
BREAKDOWN OF ISLE OF MAN SHIP REGISTERS 2020

- Demise
- Fishing Vessels
- Commercial Yachts
- Small Ships
- Pleasure Yachts
- Merchant Vessels



MERCHANT VESSEL TYPES ON IOM REGISTER

- Bulk Carriers
- Oil Tankers
- Gas Carriers
- Oil/Chemical Tankers
- Cargo Ships
- Offshore Supply Vessels
- Container Ships
- Ore Carrier
- Cargo Ro-Ro's
- Anchor handling supply and towing vessels
- Others
- Sub-Sea Construction Vessels
- Offshore Construction Vessels
- Multi Purpose Offshore Vessel
- Chemical Tankers
- Self Elevating Units
- Floating Production and Storage Units
- Diving Support Vessel
- Oil Rig Supply Vessels



MEET THE MANXMAN

A new Diesel Electric Hybrid ferry to be named 'MANXMAN' is being built for the Isle of Man Steam Packet Company and will be flagged with the Isle of Man Ship Registry, extending a longstanding relationship between the two Manx organisations.

The Steam Packet Company announced in July that it had signed a contract with South Korea's Hyundai Mipo Dockyard for a purpose-built roll-on/roll-off passenger (RoPax) vessel. The new ship will replace the firm's conventional ferry, Ben-my-Chree, offering considerably more passenger space, enhanced on-board facilities and greater freight capability.

The Isle of Man Ship Registry's role will include liaising with the Steam Packet Company, its chosen classification society Lloyd's Register, and the shipyard during the build. The team will also advise on any novel design features to ensure compliance with international conventions. Once the new ferry enters service, the registry team will continue to provide advice and regulatory oversight.

The Isle of Man Steam Packet Company is less than a mile down the road from our Isle of Man HQ and we have always had a good working relationship. We are very pleased to see that continuing with this new vessel.

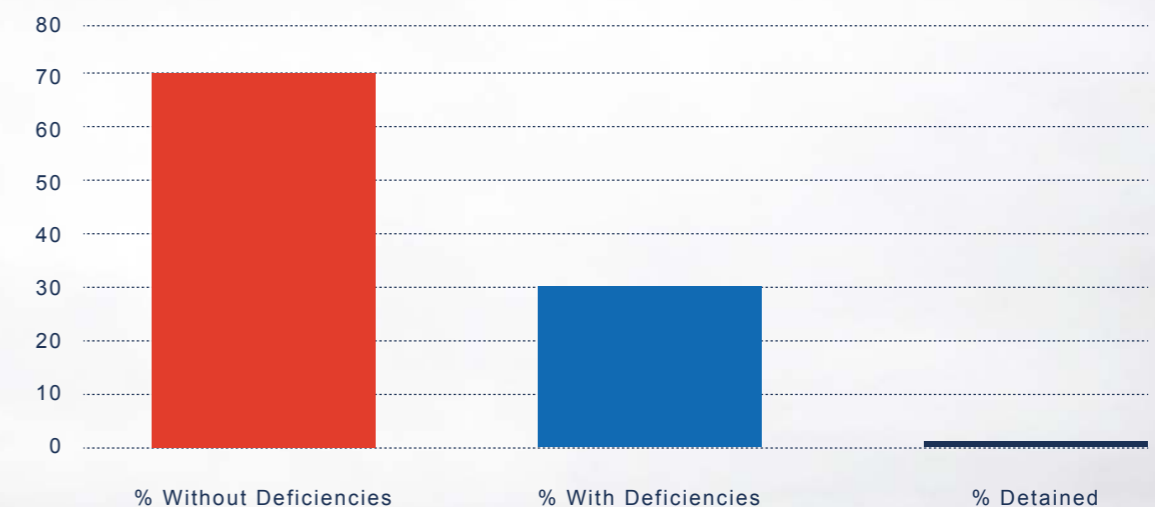
It is the first new-build vessel in 23 years for the Steam Packet Company, so it is an exciting project for all involved. From the registry's side there is a lot more involvement when you are dealing with a new-build compared to flagging an existing ship. Our experience of new-build commercial vessels puts us in a great position to provide support throughout the construction process and beyond.



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. In 2020 Isle of Man registered vessels were subjected to almost 500 Port State inspections with just 2 vessels (0.4%) being subject to detention.

Detention and Deficiency Percentages 5 Year Average



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



Reported Casualties, Accidents, Incidents, Injuries and Deaths on Isle of Man Registered Ships in 2020

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 2020.

	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 fatality:
Casualty cases:	21	2	1		3	3	2	9			1			
Accident cases:	35		2		2	2	25	1	3					
Incident cases:	29		3		1	6	5	8	5		1			
Total cases:	85	2	6	0	6	11	32	18	8	0	2			
The above casualties, accidents and incidents were classified into the following occurrences:														
Collision/Allision – significant damage, foundering, stranding	6	1	1			1		3						
Collision/Allision, touch sea bottom – no/minor damage	11		2		1	1	1	4	1		1			
Fire	5				1	2	1		1					1
Explosion	1							1					1	
Pipe systems: explosion, collapse or bursting	4	1	1		1				1					
Sudden uncontrolled release of any substance from a system	25					1	23		1					
Failure of any lifting device	1					1								
Slips or falls (same level)	4					2		1			1	2	2	
Slips or falls (different levels)	1				1								1	
Involving mooring ropes or hawses	1					1							1	
Involving lifting equipment	4				1		1	2					2	
Exposure to hazardous or toxic substances	1						1					1		
Man overboard	2						1	1						
Moving about – no fall, no handling	3						1		2			3		
Moving about – manual handling	2							2					2	
Maintenance – machinery	2						1	1				1	1	
Maintenance – other	3				1		1		1				2	
Navigation – machinery/equipment failure	5		1			2		2						
Cargo operations	1						1							
Mooring or anchoring operations	2		1					1						
Leisure activity on board/in sea	1								1			1		
Cases involving minor injury:						2	3		3			8		
Cases involving serious injury:					2	1	2	6			1		12	
Cases involving fatality:					1									1

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

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 in this section do not include death from natural causes or suicide.

	Total	Seafarers	Passengers/ yacht guests	Visitors/ contractors
Number of:				
fatalities on board:	1	1	0	0
people with serious injuries:	12	11	0	1
people with minor injuries:	11	10	1	0

Vessels under Investigation by IOMSR in 2020

In 2020 the Isle of Man Ship Registry attended the following Isle of Man registered vessels to conduct a Safety Investigation concerning the following:

Type of Ship	Nature of Investigation
None	-

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

Isle of Man Vessels under Investigation by other investigation bodies in 2020

Type of Ship	Nature of Investigation	Investigation Authority
Other Cargo ship	Grounding	United Kingdom MAIB

Vessels under "Very Serious Marine Casualty" investigation conducted by United Kingdom Marine Accident Investigation Branch on behalf of Isle of Man in 2020:

Name of Ship	Type of Ship	Nature of Investigation
Moritz Schulte	Gas carrier	Engine room fire and fatality

Investigation reports published in 2020 were as follows:-

Ship Name	Type of Ship	Nature of Investigation
Polaris	Fishing vessel	Foundering (2019)
Ice Angel	Yacht	Grounding in Polar Waters (2018)

All casualty investigation reports are published on the Isle of Man Ship Registry website. For more information please refer to the 2020 Summary Report of Casualties, Accidents and Incidents on Isle of Man Registered Vessels available at: www.iomshipregistry.com/forms-reports/casualty-reports/

MAVIS UPDATE

IOMSR contracted Isle of Man based IT developers PDMS Ltd in December 2019 to upgrade their existing operating platform (MAVIS) and migrate all ship registry data to a new and improved version based on a modernised IT framework and foundation platform (MAVIS II).

The appropriately named MAVIS 'refresh project' will future proof and provide upgrade paths for further adaptation and extendibility, as well as providing new user interface controls for an enhanced performance.



MAVIS II offers better support for future API integration, allows for installation of Progressive Web Applications, enabling on-line or off-line applications to be developed and supported for functionality such as ships inspection reporting, and can be run either using internet browsers or programmed to behave like native or hybrid mobile applications. MAVIS II will have the ability to support integrations with new applications from third parties that have been built in different technology stacks, using shared authentication. And its core operating platform has a shared trunk with other ship registries enabling shared enhancements and bug fixing. MAVIS II will offer a host of new features ranging from improved activity log and survey scheduling capabilities, to a business intelligence interface with Microsoft's business analytics service - Power BI. MAVIS II will also include an online portal designed to be public facing in order to facilitate more self- service options for clients.

The MAVIS refresh project has been a strong collaborative effort throughout 2020, between the PDMS project management & development teams and IOMSR's test team, with MAVIS II currently on course for its targeted delivery of 1st April 2021.

A CENTRE OF EXCELLENCE

The Isle of Man is a Centre of excellence providing:

- ✓ Ship Management
- ✓ Crew Management
- ✓ Yacht Management
- ✓ Commercial management
- ✓ Private Client Services
- ✓ Insurance
- ✓ Fiduciary & Corporate Services
- ✓ Ship Finance
- ✓ Legal Services
- ✓ Chartering and commercial operations
- ✓ Representative Services for Manx registered ships
- ✓ Secure and stable Government
- ✓ Financially secure
- ✓ Preferred flag by banks and insurers
- ✓ Located in Europe but not EU member state
- ✓ Tax friendly – OECD white listed
- ✓ 0% corporate tax
- ✓ British Isles but NOT part of UK
- ✓ Independent of UK for Tax matters
- ✓ VAT linked with UK
- ✓ Shipping centre with maritime tradition



WHY CHOOSE ISLE OF MAN



Building lasting relationships
Delivering the ideal solution
Putting the client first

Cost-effective
ISO9001 & ISO14001 Certificated



The Isle of Man Ship Registry is one of the world's highest quality flags.

A high quality registry and one of the world's best:

On the 2020 Paris MOU White List and 'low risk' status

Tokyo MOU White List and 'low risk' status

USCG Qualship 21

This equates to less scrutiny of Isle of Man ships in ports around the world

Complex and robust performance monitoring of ships on the register.



Simple for shipyards – standard specification and 24/7 Registry

Pragmatic approach to application of Regulations

Strong focus on customer service and relationship building

Parallel registration (demise-in or demise-out) available

Quick turnaround digital STCW Endorsements

24/7 Technical expertise, advice and PSC assistance guaranteed

Flag State Inspections (FSI) (2 in 5 years) by own survey team

Surveyors in key locations near shipping hubs

Remote Flag inspection (FSI) and Remote Class Survey supported

Digital Certification for ships and crew

Supporting seafarers – 'Crew Matters' welfare App



CONTACT US



+44(O) 1624 688500
or Fax: +44(O) 1624 688501

Out of Hours Emergency Only
Contact Number:
+44(O) 7624 493467



www.iomshipregistry.com



Isle of Man Ship Registry
First Floor
St. Georges Court
Upper Church Street
Douglas
Isle of Man
British Isles
IM1 1EX



Map Coordinates: 54°9'N, 4°29'W



General Enquiries
shipping@gov.im

Registry Enquiries
registry.marine@gov.im

Survey Enquiries
marine.survey@gov.im

Crew & Manning Enquiries
seafarers@gov.im

MLC Enquiries
marinemlc.DfE@gov.im

Finance
marine.finance@gov.im

Follow us on Social media



Twitter
[@loMShipRegistry](https://twitter.com/loMShipRegistry)



LinkedIn
[Isle of Man Ship Registry](https://www.linkedin.com/company/isle-of-man-ship-registry)

OUR OFFICES



Location: Shanghai, China
Contact: Jon Kingdon
Telephone: +86 186 2160 4705
Email: jonathan.kingdon@idwalmarine.com



Location: Singapore
Contact: Capt. Raja Ray
Telephone: +65-98224550
Email: captraja@raymarinesg.com



Location: Athens, Greece
Contact: Konstantinos Machairas
Telephone: +30 6947157084
Email: info@imlmarine.com



Location: Tokyo, Japan
Contact: Kempu Arisawa
Telephone: +81-3-6868-4169
Email: ar1corp1td@gmail.com

Isle of Man
Ship Registry

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



Isle of Man
Ship Registry

www.iomshipregistry.com

