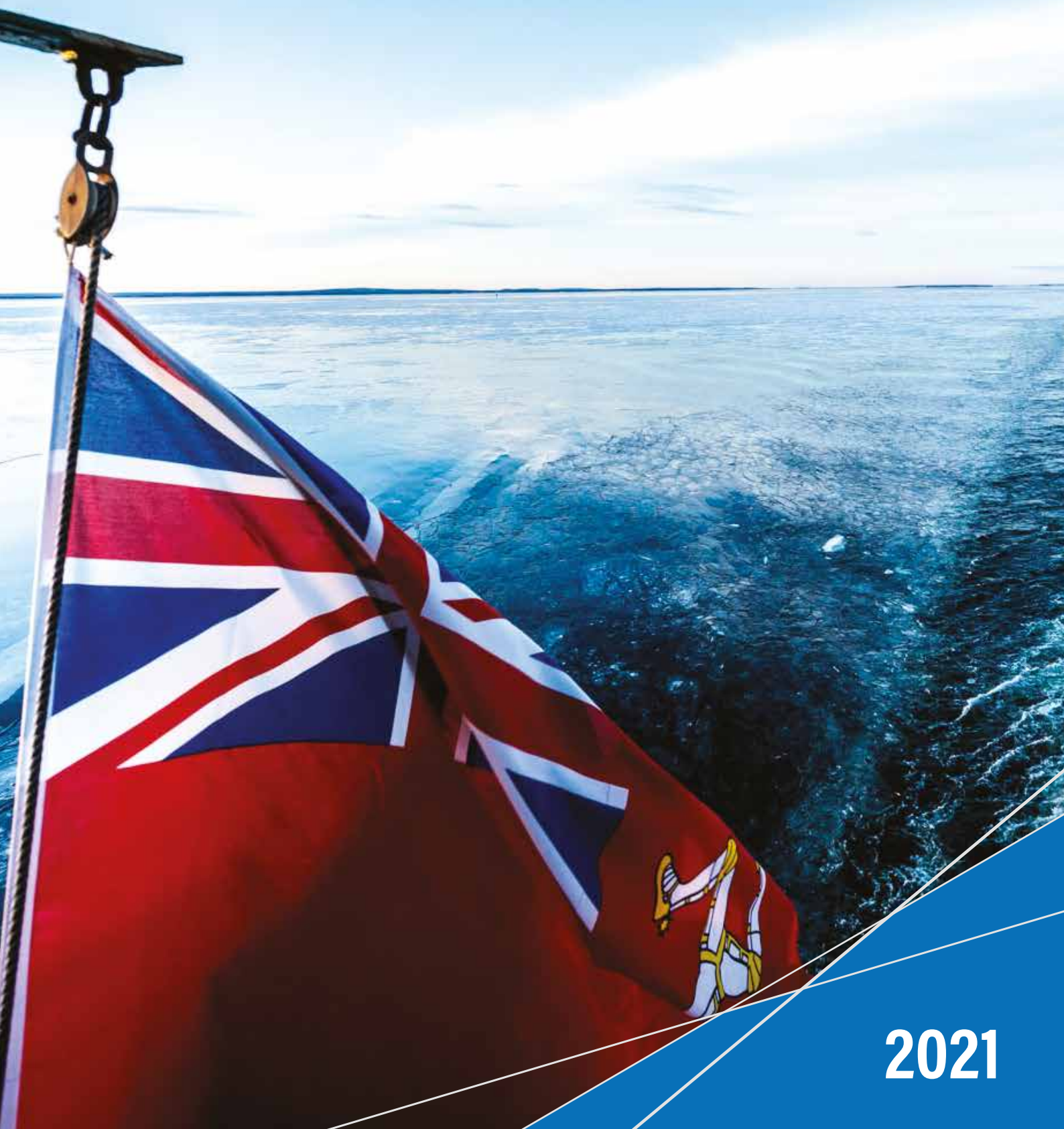




Isle of Man
Ship Registry
ANNUAL REPORT



2021

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





LILY PG
DOUGLAS
IMO 9823390



WHO WE ARE

The Isle of Man Ship Registry is one of the world's leading registers of ships and super yachts. A British register providing the very best in service to its valued clients; it is the flag of choice for owners looking for quality and partnership from a Flag Administration.



INTRODUCTION

CAMERON MITCHELL, DIRECTOR, ISLE OF MAN SHIP REGISTRY

In last year's Annual Report, I wrote about the effects of the COVID-19 pandemic and how it required us to change course and adapt quickly to a 'new normal'. 2021 would show that our new strategies were largely successful but required some degree of refinement; of which became the focus of our work throughout the year.

We continue to lead the way amongst flag states with remote inspection technology and this is now in routine use on Isle of Man registered ships. Although this has been very well received by clients, it has not been without its challenges, mostly in respect of connectivity. We have invested extensive resources into working closely with our software providers and telecommunication companies to improve functionality. This work is likely to continue in the medium term, but the 'new normal' dictates that any future focused flag state must invest in this area since the potential benefits are enormous.

Likewise, with business travel continuing to be heavily restricted, we have had to rely on our Business Development Managers (BDMs) to maintain relationships with our existing clients and seek out new opportunities in their local markets. Due to the success of this model, we have continued to build our network of BDMs to expand our global reach. Jonathan Kingdon, based in Shanghai, was appointed as BDM for China in late 2020 and closer to home we appointed Jan Warmke as BDM for Germany and Northern Europe. You can read more information about each of these appointments within this report.

Regular readers of the Annual Report will know that a particular passion of mine is seafarer welfare. On this front we must acknowledge that as the calamity of the COVID-19 pandemic subsides, another welfare issue looms large; the war in Ukraine. The people of Ukraine are amongst the

most skilled seafarers and have made a great contribution in crewing Isle of Man registered ships around the world. Our systems show that during 2021 we issued 345 new flag state endorsements to Ukrainian seafarers. Although we don't know the exact number of Ukrainian seafarers on Isle of Man ships, estimations are it is likely to exceed 1,000. As their homeland is ravaged by war, we stand by to assist our Ukrainian seafarers in whatever small way we can, by pragmatically applying our Regulations to facilitate the wishes of those seafarers – whether they wish to return to their families or remain on board their ships.

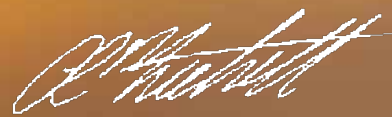
Elsewhere on the seafarer welfare front, we have continued to develop our Crew Matters welfare app. The feedback we have received on the app has been overwhelmingly positive, and so we made the decision that this resource should be

available to all seafarers, not limited to those on Isle of Man registered ships. We will continue to invest in the app and have a number of new functions planned for this year as our way of showing gratitude to the seafarers who spend months away from home to deliver essential supplies of food, medicine and fuel to our shores each day.

To close my introduction to this Annual Report, I wanted to mention our innovative new fees scheme for 2022. Once again, we lead amongst flag states by being the first to offer discounted annual fees for clients who are exploring ways to voluntarily reduce the carbon footprint of their ships by investing in green technology. The

'green discount' will give ship owners a 15% reduction on their annual registration fee and is available to operators of cargo ships, commercial yachts or passenger ships that are investing in biofuel, alternative fuels, wind, or shore-side energy technology. We believe this fully aligns with our aims as members of the 'Getting to Zero' coalition and with the wider aims of the Isle of Man Government to be at the forefront of the Green Revolution.

Throughout 2022 we look forward to continuing to adapt, innovate and finding new ways to add real value to our services.



Cameron Mitchell
Isle of Man Ship Registry Director

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 | SEAs & Record of Sea Service |
| MLN 2.2 | Seafarers' wages |
| MLN 2.3 | Hours of work and hours of rest |
| MLN 2.4 | Entitlement to leave |
| MLN 2.5 | Repatriation |
| MLN 2.6 | Seafarer compensation for the ship's loss or foundering |
| MLN 3.1 | Accommodation & recreational facilities |
| MLN 3.2 | Food and catering |
| MLN 4.1 | Medical Care Onboard Ship and Shore |
| MLN 4.2 | Shipowner's 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 | Inspection, Certificate & Definitions |
| MLN 5.1.5 | On board complaint procedure |
| 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 of the Merchant Shipping Registration Act 1991 (The Main Register) |
| RAN 02 | Persons qualified to own a Manx Ship |
| RAN 03 | Certificates of Survey and Tonnage Measurement of pleasure yachts of Under 24 metres overall length |
| RAN 04 | Tonnage and Measurement of Ships ≥24m |
| 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" from the requirement to register under the provisions of the registration of pleasure craft Act 1974 |
| 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 052 | Minimum safe manning requirements |
| MSN 004 | Official log book guidance | MSN 054 | REG Yacht Code & LY3 National Annex |
| MSN 007 | Magnetic compass adjustment | MSN 056 | Carriage of Dangerous Goods |
| MSN 011 | Wire rope terminations for LSA | MSN 057 | The maintenance and inspection of fire protection systems and appliances |
| MSN 020 | Recognised Organisations | MSN 058 | Construction – Fire protection, fire detection and fire extinction |
| MSN 022 | Voyage Data Recorders | MSN 059 | Construction – Structure, subdivision and stability, machinery and electrical installations |
| MSN 023 | Enclosed space entry, timber cargoes | MSN 060 | Storage of Oxy-Acetylene, Refrigeration Gas and Nitrogen Cylinders |
| MSN 024 | INMARSAT Fleet 77 | MSN 061 | Bridge Navigation Watch Alarm Systems (BNWAS) |
| MSN 025 | Tenders to Commercial Yachts | MSN 062 | SOLAS Chapter III Life-saving appliances and arrangements |
| MSN 026 | ECDIS | MSN 063 | SOLAS Chapter V – Safety of Navigation |
| MSN 029 | IMO Company and Registered Owner ID number & changes to the CSR | MSN 064 | SOLAS Chapter XI-2 and the ISPS Code |
| MSN 031 | Means of escape | MSN 065 | Digitally Signed Electronic Certificates |
| MSN 032 | LRIT | MSN 066 | MARPOL Annex I |
| MSN 033 | Pleasure vessel manning | MSN 067 | MARPOL Annex II |
| MSN 037 | Commercial Yachts – intact & damage stability | MSN 068 | MARPOL Annex III |
| MSN 042 | Norsafe Lifeboat NLH 70 on-load release systems | MSN 069 | MARPOL Annex IV |
| MSN 045 | Use of private contracted armed security personnel | 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 | IoM Regulations Implementing the STCW Convention | MSN 073 | Load Lines Convention |
| MSN 051 | Isle of Man endorsement application process | MSN 074 | SOLAS VI – Carriage of Cargoes |

Technical Advisory Notices

AS AT APRIL 2021

| 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 31 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 Regulation D-2 implementation dates |
| 006-17 | Mandatory ECDIS software updates – further information |
| 007-17 | COSMO MED and Type Approved Fire Doors – Faulty A60, AO and B15 Fire doors |
| 001-18 | Garbage Record Books |
| 004-18 | Format of Isle of Man Issued STCW Endorsements |
| 005-18 | IMO Emissions Monitoring Scheme |

| 000-16 | Index |
|--------|--|
| 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 |
| 001-19 | Official Log Books, List of Crew & GMDSS Log Books – Update |
| 002-19 | STCW Endorsements – Phasing Out of Post & Email Applications |
| 003-19 | Record of Sea Service Replacing Discharge Books |
| 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 |
| 002-20 | COVID-19 – Advice to Ship Operators (Rev. 7) |
| 003-20 | Digital CSRs |
| 004-20 | 2018 MLC Amendments |
| 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 |
| 001-21 | Application of OSV Chemical Code – Transitional Period |
| 002-21 | DNV-GL Name Change to DNV |
| 003-21 | Changes to Medical Stores |
| 004-21 | EEXI & CII |
| 005-21 | MARPOL Designated Sampling Points |
| 006-21 | UK MRV Reporting Requirements |
| 007-21 | Maximum Permissible Rate of Discharge of Untreated Sewage |

POLICY AND LEGISLATION UPDATE

In 2021, we witnessed the emergence of new COVID-19 variants of concern and consequent restrictions enforced. A year on since the start of the global pandemic, you would be forgiven for thinking that 2021 was anything but an extension of 2020 and not a year in its own right.

Thankfully, the biggest change from 2020 to 2021 has been the experience gained. The 'new normal' of 2021 was vastly different to the trepidation and uncertainty we all felt at the start of the pandemic. Working from home, remote surveys and digital certificates; all procedures the Ship Registry adopted in 2020 that now feel second nature and allow us to seamlessly deliver services to our clients that keep ships moving in challenging environments.

It has not been all smooth sailing however; the national restrictions of countries and ever-present risk of catching the virus meant enacting crew changes remained difficult throughout 2021. Seafarers still face the difficult prospect of remaining on board, significantly over contract and away from their families, every time they leave home. A fact that has not left the forefront of anyone's mind at the Ship Registry as we continue to do whatever we can to ease the impact. From extension of SEA's (where appropriate and subject to owner/operators providing a robust repatriation plan) to the launch of our Crew Matters app aimed at providing vital mental support to all on board.

The end of 2021 saw the classification of a new variant of COVID-19, Omicron, and with it a return to tighter measures and difficulty in moving around. However, early data has brought some hope with it; milder infections and less hospitalisations appear to signal some light at the end of the tunnel. Although it is too early to make a definitive judgement, we hope that 2022 is the year the pandemic begins to wane and the world makes significant strides to a new normal.

SOLAS

Despite the aforementioned pandemic, it has been business as usual for the policy

department. 2021 saw the release of a new set of SOLAS VI Regulations covering the carriage of cargoes and fuel oils. The last time these regulations saw an update was in 2006 so it was important to bring the existing Isle of Man legislation up to date with the latest version of the International Maritime Convention, following updates from the Maritime Safety Committee.

MSN 074 was released alongside this update to provide our clients with a concise summary of what we view as the key points of the legislation, provide answers to frequently asked questions and offer clarification on any aspect of the international text that is open to interpretation.

An updated set of regulations applying SOLAS VII – The Carriage of Dangerous Goods, went to consultation in December 2021. Overall feedback from the consultation was positive and the regulations will be laid before Tynwald in 2022, where council members will vote on whether to bring the regulations into law.

MARPOL

COP 26 saw the re-commitment of many countries to do everything possible to combat Climate Change and reach net-zero by 2050. No convention holds more importance for meeting these goals in the shipping industry than MARPOL.

The end of 2022 will see the entry into force of the new EEXI / CII requirements of MARPOL Annex VI, a significant change for the industry that will affect the majority of vessels. We have been updating our Shipping Notices with the latest information available throughout 2021 to ensure our clients are prepared to meet these compliance requirements when the time comes.

Technical Instructions to Recognised Organisation's / Master's Handbook Updates

As a regulatory body, it is important that all of the classification societies we work

with apply the same set of standards. To ensure this, the Isle of Man publishes Technical Instructions to Recognised Organisations. This comprehensive document contains all information we feel is relevant for a surveyor to apply a consistent set of standards to Isle of Man registered vessels during classification, irrespective of organisation. In 2021, we applied several pending amendments to the document and published a new version. For full transparency, this document is now published on our website.

The Master's Handbook is a guide published by the Ship Registry aiming to provide Masters and senior officers working on Isle of Man registered vessels with an easy reference point covering the key areas of Isle of Man Merchant Shipping Regulations and the administrative processes required when running an Isle of Man Ship.

The previous edition of the Master's Handbook was released in 2018 and so several updates were required ahead of a new version. This work completed in 2021 and September saw the publication of edition 6.00 of the Master's Handbook.

Technical Interpretations of the Administration

As part of the preparation for the Ill audit, the Ship Registry initiated a project to ensure we had addressed all aspects of International Maritime Convention that are open to the interpretation of the administration.

There are several hundred of these interpretations throughout the texts of SOLAS, MARPOL, Load lines and other conventions, and it was important to ensure that not only did we have an answer to

any questions from our clients relating to these interpretations but also a robust procedure for handling any administrative interpretations that arise in future.

The outcome of this work resulted in an internal policy document covering all areas of the text requiring a decision from the Ship Registry and a procedure allowing us to address future policy decisions quickly. These interpretations will be included as appropriate with future updates to the Ship Registry Shipping Notices.

The Future

The Ship Registry has been consulting on updates to SOLAS IV – Radiocommunications and we hope that the updated version of these regulations will be published by the end of the year.

The UK expects to ratify the Ballast Water Management Convention this year we aim to have this extended to the Isle of Man shortly thereafter. Work is underway at the Ship Registry to ensure we are prepared when this happens and we hope to begin consulting on the regulations implementing this within the year.

SURVEY UPDATE

2021 continued to be a challenging year for our Survey Team as border closures and travel restrictions persisted for much of the year, meaning that our team of Isle of Man based surveyors were unable to travel.

This meant two things; firstly, we relied upon our worldwide network of surveyors based in key locations to be able to continue to get onboard our ships where possible.

Secondly, our investments in remote inspection technology continued to pay dividends as our Isle of Man based surveyors were able to carry out remote General Inspections and where necessary ISM/ISPS/MLC audits for our commercial yachts. As one of the early adopters of Remote Inspection Technology, we have been able to work with our technology

providers to improve the effectiveness of the inspection and customer experience, and the feedback from our clients has been overwhelmingly positive. However, we are aware that some connectivity issues and we continue to work to address these; for instance by undertaking various trials with satellite communications providers to try to establish a more reliable connection.

During the pandemic, we have found that this combination of remote surveys and actual (boots on deck) surveys has worked extremely well and although we very much look forward to beginning to travel again, this hybrid approach to survey is likely to form the 'new normal' in the post pandemic world.



Typical IOMSR flagged vessels global spread

Isle of Man

EXPANDS LIST OF STCW 'RECOGNISED COUNTRIES'

This year we were pleased to be able to announce an expansion of our 'Recognised Countries' STCW (Standards of Training, Certification and Watchkeeping for Seafarer's) list, meaning that we now recognise Certificates of Competency (CoCs) from a wider range of countries. The move brings the Isle of Man into line with the common Red Ensign Group list.

22 new countries have been added meaning CoC holders from these countries are now eligible for an Isle of Man endorsement. The new countries are as follows: Algeria, Argentina, Azerbaijan, Bangladesh, Belgium, Cape Verde, Chile, Ecuador, Egypt, Fiji, Indonesia, Iran, Japan, Jordan, Madagascar, Malta, Morocco, Oman, Peru, Tunisia and Turkey.

The total number of Recognised Countries now stands at 75, giving our clients greater flexibility in their crewing options.

CoC Extensions Due to COVID-19

During 2020 and 2021 a number of Certificate-issuing authorities extended the validity of certain Certificates of

Competency due to backlogs caused by Covid-19. Where this has been the case, the Ship Registry have extended the corresponding flag state endorsement free of charge, as a courtesy to our clients. This can be done by emailing seafarers@gov.im.



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.

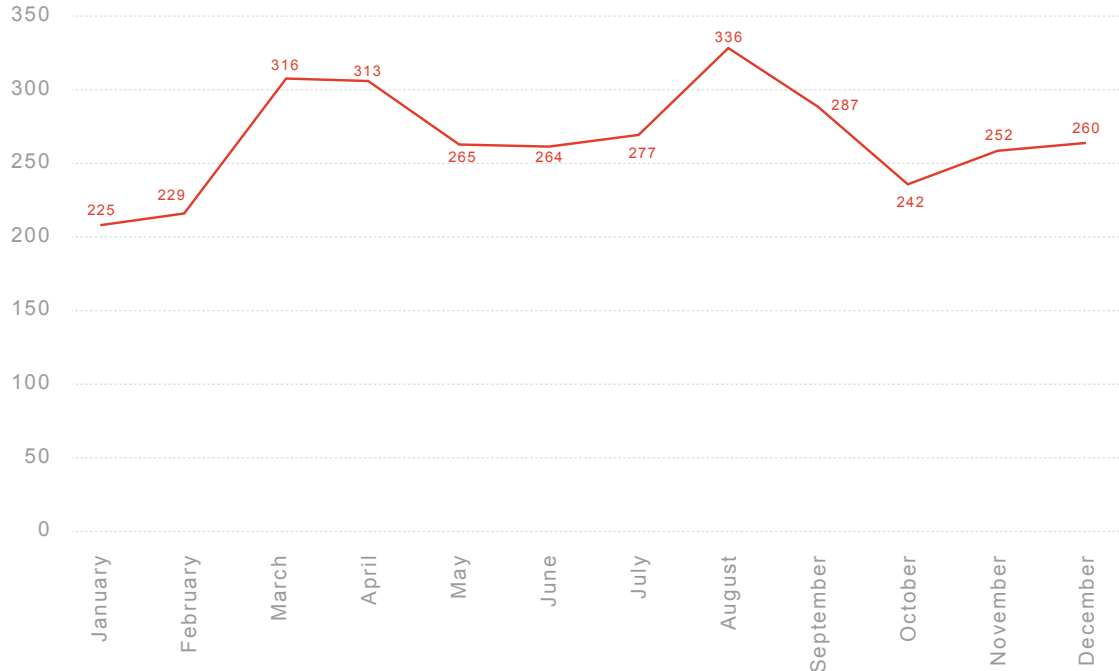
Clients can check details by visiting our online endorsements web checker at: mavis.iomshipregistry.com which will provide validity information.

STCW endorsement applications are submitted via our online systems which speeds up the process considerably. Belinda and Sarah, our STCW Administration Officers, ensure that all applications are processed without any undue delay.

Original versions of officers and crews certification must be available onboard as per Regulation I/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 as required.

The number of endorsements issued in 2021, by month, is shown below

Endorsement Activity 2021





Isle of Man Ship Registry

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

An introduction to

CREW MATTERS

In January the Isle of Man Ship Registry launched a first of its kind seafarer welfare app, Crew Matters, with support from maritime tech learning provider Tapiit Live, Nautilus International, ISWAN and Stella Maris, the largest ship visiting network in the world with chaplains in more than 300 ports in 54 countries.

Crew Matters goal is to provide structured support for seafarers. Services available to over 10,000 seafarers sailing on more than 380 vessels under the Isle of Man flag include health, mental health and wellbeing courses, fitness training, educational material, pension advice, exchange rates, a directory of Stella Maris chaplaincy services worldwide and links to services provided by Nautilus International, with details of membership, news, careers, and jobs and training opportunities.

Crew Matters tackles the problem of storing seafarer documentation in one place, with reminder settings for crew endorsements and certificate expiry dates, and contains a wealth of information from the Isle of Man Ship Registry such as the master's handbook, shipping notices, IOMSR news feeds and contact details.

Ship Registry Director, Cameron Mitchell, said the app provides a range of helpful services in line with feedback from seafarers themselves.

"The app is designed for seafarers by seafarers," he said. "We've spoken to seafarers and listened to how we can improve their life at sea. This includes fitness and wellbeing sessions and educational classes and events like the mass. Seafarers can also log their shifts in a sea service record book, and if they feel stressed or unwell there is a live SOS function which provides immediate access to a confidential helpline or chatbox function connecting to ISWAN's specially trained team of counsellors and psychologists 24-hours-a-day seven-days-a-week.

"Safety is a fundamental pillar of our ethos as a high-quality flag state," he said. "Even before COVID-19 we recognised that something had to be done that delivered tangible results to help seafarers in the wilderness of the sea. The catalyst was an apparent suicide on a vessel sailing under our flag and we recognised that while there is support for seafarers in port, through the many brilliant chaplaincies and seafarer charities, the 'weak link' is support whilst at sea. I raised it at the Red Ensign Group and with the seafarer charity ISWAN and it was clear to us that the problem of seafarer mental health was becoming more acute, with seafarers spending more time alone in their cabin than ever before. The app has many functions but a key one is to provide social activities such as live gym work-outs to get seafarers interacting more on-board to combat that isolation."

"The feedback we are receiving from ship owners both clients and non-clients is really positive," he said. "Ship owners want to find new, better ways to help and protect seafarers, and want to embrace digital innovation. We hope this app will be a step forward for the industry and make a positive difference to many thousands of seafarers sailing under the Isle of Man flag."



THE FIRST YEAR

of Crew Matters

Using the Crew Matters app, the Isle of Man Ship Registry became the first flag state to broadcast a mass direct to crew aboard ships in February 2021. With technical support from Tapiit's UK team the app enabled the mass to stream live from a church in Manila in the Philippines. Father Paulo Prigol, the chaplain of Stella Maris–Manila and part of the Scalabrinian Missionaries responsible for seafarer welfare, led the mass.

With many thousands of our crew being Filipinos we know how important their faith is to them and that staging masses would be very welcome. "Stella Maris is really supporting the app by helping organise the masses with Tapiit. We all recognise the brilliant job seafarer charities like Stella Maris do in port, the key is now to harness technology to extend that care to seafarers at sea. Seafarer welfare has never been under greater scrutiny than now, as a result of COVID-19 and the crew change crisis. Providing masses and religious services is just one way we can use the app to make a positive difference."

At Christmas, the Ship Registry joined forces with the Dutch Seafarers' Mission Association –Nederlandse Zeevarenden Centrale (NZC), a member of the International Christian Maritime Association (ICMA), to make a special seafarers' Christmas service available as a digital download for ship's crew over the festive period. The Christmas celebration was recorded at the St Nicolas Church in Monnickendam in the Netherlands. Faith charities do a vital job in port, the key is now to harness technology to extend that care to seafarers at sea.

Seafarers have been under increased pressure during the pandemic and have additional concerns for their families, whom they have been separated for many months, and in some cases, years. Not being able to practice their faith ashore due to COVID-19 restrictions has removed an invaluable facet to their coping and wellbeing strategies, so having access to Mass through the Crew Matters App is a superb innovation.

Stella Maris provides a trusted friend in a foreign land for tens of thousands of seafarers each year. The simple act of talking confidentially to our chaplains about personal issues – loneliness, family separation, illness, finance, faith – can make the most enormous difference to a seafarer's mental wellbeing. More serious concerns also emerge – health, bullying, assault, denial of shore leave, payment problems – which are dealt with, in confidence, with the support of other maritime bodies. We are therefore delighted to be a part of this hugely positive innovation to give seafarers as much help as possible to cope with one of the most difficult jobs in the world."

Richard Turner, Tapiit Live CEO, said:

"It is brilliant for Tapiit to work with the IOMSR and produce what is arguably the most advanced app ever produced for seafarers. The important thing is that it is giving seafarers more practical and emotional support at a time of real need. We really look forward to building more functionality into the app and hearing seafarers' feedback."

Roger Harris, Executive Director of the International Seafarers' Welfare & Assistance Network (ISWAN), said: "We warmly welcome the development of the app that will give seafarers access to our 24-hour helpline, SeafarerHelp. We congratulate the IOMSR for this initiative that will benefit the wellbeing of seafarers."

Mark Dickinson, General Secretary of Nautilus International, said: "Seafarers can be away from friends and family for many months at a time, undertaking vital yet often physically and mentally difficult work. This new app will mean that seafarers and Nautilus members will have access to news, support and vital contacts to make sure that they have everything they need while they are at sea.

"We are pleased to see the Isle of Man Ship Registry continuing to find ways to maintain high standards for the flag and we are pleased that their seafarer welfare app will help us to fulfil our commitments to being wherever our members are. We look forward to seeing the app develop further to support seafarers on Isle of Man-flagged ships."

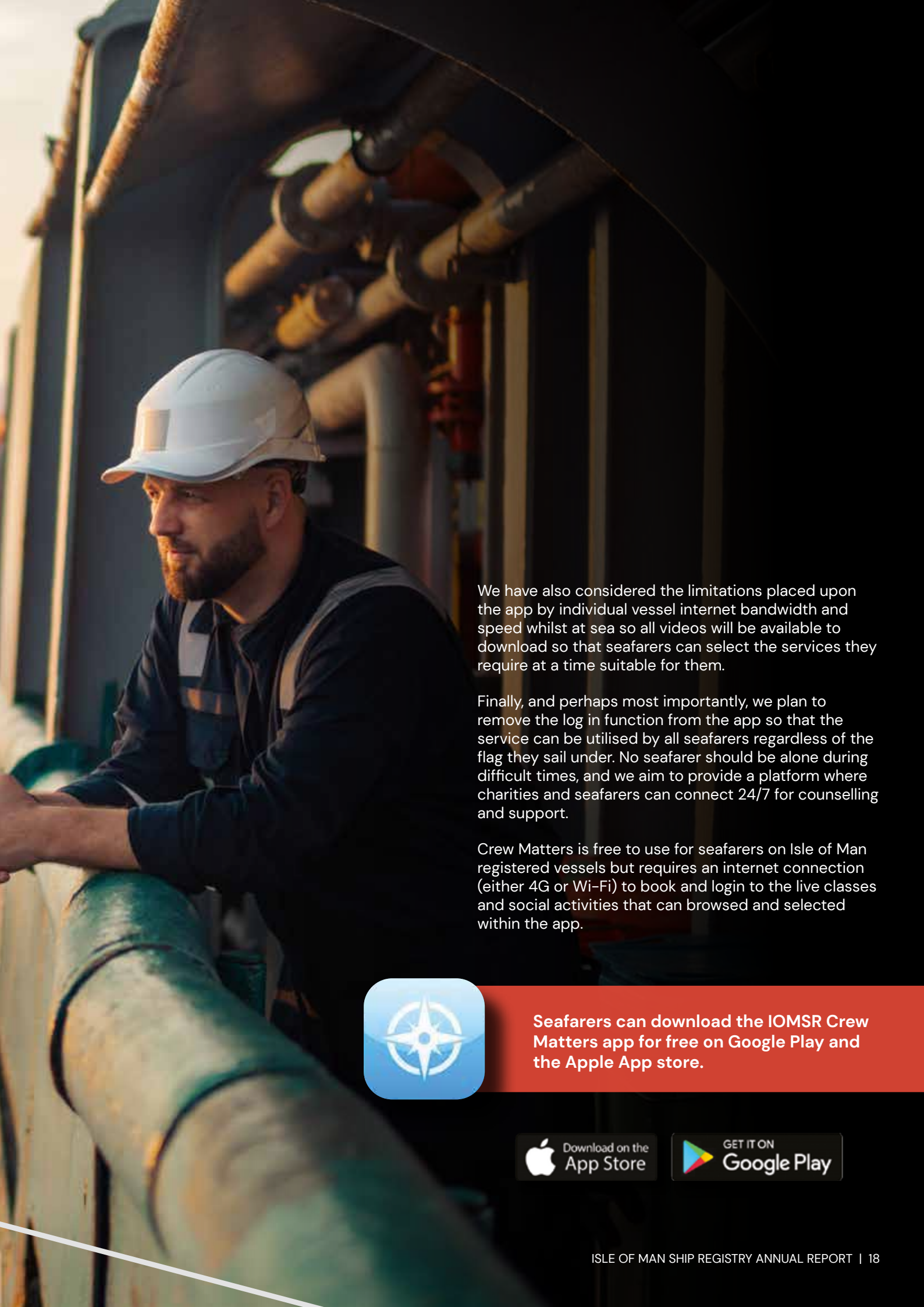
THE FUTURE

of Crew Matters

Building upon the success of the Crew Matters app in 2021 and taking into account the excellent feedback received from our partners and seafarers using the app, we plan to keep the momentum going into 2022 and continue to develop features for the app that will benefit seafarers around the world.

We aim to add religious services from several different faiths to the app so that seafarers of all faiths can worship at sea. The range of content available will also increase to include new fitness and yoga videos, professional psychological advice, nutritional advice and more.





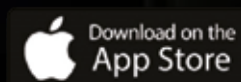
We have also considered the limitations placed upon the app by individual vessel internet bandwidth and speed whilst at sea so all videos will be available to download so that seafarers can select the services they require at a time suitable for them.

Finally, and perhaps most importantly, we plan to remove the log in function from the app so that the service can be utilised by all seafarers regardless of the flag they sail under. No seafarer should be alone during difficult times, and we aim to provide a platform where charities and seafarers can connect 24/7 for counselling and support.

Crew Matters is free to use for seafarers on Isle of Man registered vessels but requires an internet connection (either 4G or Wi-Fi) to book and login to the live classes and social activities that can be browsed and selected within the app.



Seafarers can download the IOMSR Crew Matters app for free on Google Play and the Apple App store.



2021

CLIENT FEEDBACK

At the Isle of Man Ship Registry we pride ourselves on providing industry-leading customer service in all areas of our operations. But please don't just take our word for it, have a look what our clients have told us this year:

"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."

"Thanks for the great service that you continue to provide."

"Thank you for today and all the support you are giving us it's very much appreciated."

"Again thank you for your understanding on this issue and for the excellent service that the Ship Registry continue to provide."

"I really like the way you have done this GI report, it is very easy to review."

"The surveyor was, as always, very supportive and helpful."

"Thanks for your whole team working hard and good co-operation and professional guidance!"

"Thank you for all your assistance in what has been a smooth registration process."

OVERSEAS REPRESENTATIVES

The Ship Registry has continued to expand its global reach during 2021, with the appointment of two new permanent representatives in the key markets of Europe and Asia.

Well-known naval architect, experienced new build project manager and Mandarin speaker Jonathan Kingdon has taken up the post of IOMSR permanent representative for the Chinese market. He will work from his base in Shanghai where he also heads up the Asia operation of IDWAL, a market-leading marine inspection and project management firm.

IOMSR Director, Cameron Mitchell, said "China is a key market for the Ship Registry, with many of its clients dry-docking and building ships in China."

"In total, two thirds of the IOMSR fleet is now managed from Asia and so we are delighted to appoint someone of Jonathan's experience and expertise to strengthen our presence in China. As well as helping with inspections on the ground Jonathan will also be raising awareness of all the key and value-added benefits of the Isle of Man flag with Chinese shipyards, shipowners, operators and finance houses. As one of the world's biggest maritime nations, China has a huge and exciting market potential for the IOMSR and is a favoured destination for building quality ships for many of our European shipping clients. Notably tanker and bulk carrier owners and operators from Greece."

Jonathan confirmed the Ship Registry would be offering its services to the full range of merchant and offshore ships and commercial yachts in the international Chinese shipping market. He said a key message he will be taking to the Chinese market is the Isle of Man Ship Registry's ability to offer indefinite 'favoured nation status' to Chinese ship-owners, offering preferential Tonnage Dues which equate to a 28% saving. For further information on the savings that can be made, visit www.iomshipregistry.com/favourednation.

Meanwhile closer to home, Jan Warmke has

taken up the role of Isle of Man Representative to the markets of Northern Europe and Scandinavia. Jan is a well-known German maritime figure, being the former Managing Director of Bernhard Schulte Shipmanagement (Deutschland).

Cameron Mitchell added "Germany, in particular, is an important market for the flag given the strong presence of ship owners in the bulker and tanker markets."

"We are delighted to welcome Jan to our team as he has operated at a senior level in Germany for many years and can help us expand awareness of our offering to c-suites not just in Germany but across Northern Europe. We already have German clients and long-standing customers in key markets like Norway and the Netherlands. The aim now is to ramp up the profile of the IOMSR flag, our pedigree as one of the best performing flag states in the world but also as a progressive innovator."

Hamburg-based Jan said "The IOMSR brings a number of competitive advantages to the German and Northern European marketplace – notably its consistent standing at the top of Paris and Tokyo flag state rankings for over 20 years."

"I am pleased to join Cameron and the IOMSR team. The registry is doing great things. It has global view, clients worldwide and a formidable track record. It is particularly strong in the bigger and smaller size tanker and bulker sectors as well as superyachts, and it is cost efficient compared to many other flags."

NEWS

USCG QUALSHIP 21 STATUS RETAINED FOR ANOTHER YEAR

The IOMSR has retained its United States Coast Guard 'QualShip-21' and 'E-Zero' status for a further year. This latest certification will run from 1 July 2021 to 30 June 2022.

This will be advantageous to our clients, who could benefit from reduced PSC inspections in the United States during this period if they are enrolled in the 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 Administrations for their commitment to safety and quality.

For a flag state to qualify their detention ratio must be less than 1.0% over the last three-year period. During 2020, Manx ships had 148 safety examinations in the United States and only one detention – giving a detention ratio of 0.52%. Isle of Man Ship Registry Director, Cameron Mitchell, was understandably delighted with this performance.

WeChat to Chinese Owners

The IOMSR has taken a number of steps to expand its offering to the Chinese market. In addition to appointing Jonathan Kingdon to provide local representation to the Chinese market, 2021 also saw the launch of the IOMSR WeChat account, which aims to expand our reach in the Chinese market. Regular posts are made in both Mandarin and Chinese that can be viewed by downloading the WeChat app and following us by searching for 'Isle of Man Ship Registry'.

IOMSR Sponsors Greek Shipping Hall of Fame Dinner

We were proud to sponsor the Greek Shipping Hall of Fame annual dinner; a key event in Greek Shipping which celebrates some of its greatest personalities.

Sarah Lisy, Toby Brooks and Konstantinos Machairas attended the event on behalf of the Isle of Man Ship Registry.



Charity Golf Tournament to Return in 2022

Sadly, our much loved Charity Golf Day which raises money for the King George V Fund for Sailors was unable to be held during 2021 due to uncertainties around the COVID-19 situation. Nonetheless, we shall be returning in Summer 2022 for our 13th year with a revamped event.

Please email martyn.oates@gov.im if you would like to be notified once entries open. Places will be allocated on a 'first come first served' basis.

Partnership with Subsea7 Continues to Grow

The Ship Registry is hailing the continuation of a successful 15-year partnership with Subsea 7 following registration of the offshore energy services firm's new vessel, Seven Vega.

It is the eleventh Offshore Support Vessel built for Subsea 7 to be flagged with the Registry. Seven Vega has been designed to take advantage of economical flowline technologies that address the growing market trend towards longer tie-back developments, and set a new standard for offshore pipelay.

Chris Martin, a Senior Surveyor at the Isle of Man Ship Registry, has been involved in nine Subsea 7 projects, starting with the pipelay vessel Seven Oceans in 2006.

He said: "Our partnership with Subsea 7 has been in place for almost 15 years and the Registry is proud to have been part of yet another successful project. The majority are fully certified as Special Purpose Ships, predominantly designed for cable and pipe laying. They are fantastic vessels equipped with amazing technology and I feel fortunate to have played a role in so many of the builds."

STAFF NEWS

2021 saw plenty of comings and goings with Ship Registry staff, with the recruitment of new talent and a number of valued colleagues retiring or moving on for new opportunities.

- David Price was recruited to join the technical policy team in the position of Policy & Research Officer. David joins the Ship Registry having previously been an Engineering Cadet and then working ashore.
- Paul Grace was promoted from Technical Policy Lead to the role of Principal Surveyor where he will work alongside David Goberman managing the Survey Department.
- Muriel Sweetman (Registrar) retired after nearly two decades of service at the Ship Registry. Muriel was an experienced Registrar who was involved with a number of key projects at the Ship Registry, such as the development of the original MAVIS system.
- Helen Fargher (Legislation Officer) retired after 15 years of service. Helen was instrumental in bringing Isle of Man legislation up to date so that we can effectively enforce shipping's international conventions.
- Ray Ferguson (Quality Manager) also retired after 15 years of service. Ray was vital to the maintenance of our Integrated Management System and ISO 9001:2015 and 14001:2015 certification.
- Brian Thomson (Principal Surveyor) left to pursue a new opportunity as Managing Director of the Isle of Man Steam Packet Company. Brian worked as a Senior Surveyor from 2014-2019 during which time he also assisted Isle of Man Harbours with III Code preparations. Brian was promoted to Principal Surveyor in 2019.

We place on record our thanks to Muriel, Helen, Ray and Brian for their diligent work during their time at the Ship Registry and they leave with our best wishes.

The Ship Registry is currently undertaking the recruitment process for the vacant positions of Technical Policy Lead, Quality Manager and Legislation Officer.

REGISTRY UPDATE

Led by Sarah, our team of registrars (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 services 24/7 (by pre-arrangement) and are always happy to discuss your vessel registration requirements and explain the process for flagging with the Isle of Man.

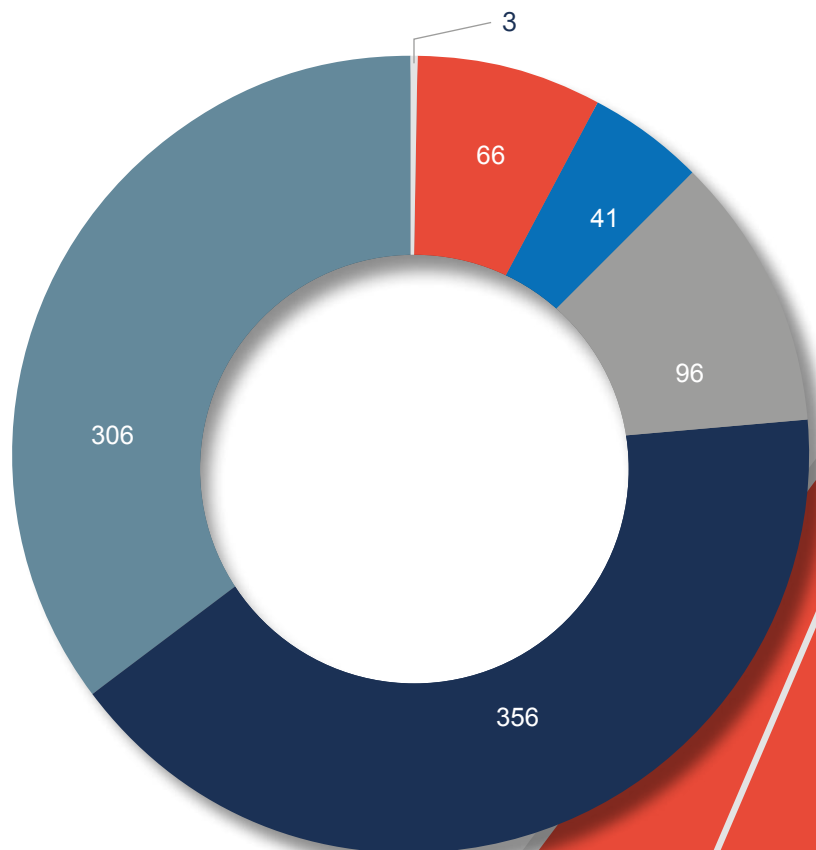
During 2021 the Registry team has undertaken a project to update the catalogue of Registry Advice Notices to ensure that our advice is up to date and easy for clients to understand.

2021 saw a small decrease in the number of vessels on the register due to a wide range of factors. The latest numbers of vessels registered in the Isle of Man, separated by vessel type, are shown below.

If you have any queries regarding registering your vessel in the Isle of Man, you can contact the team at: registry.marine@gov.im

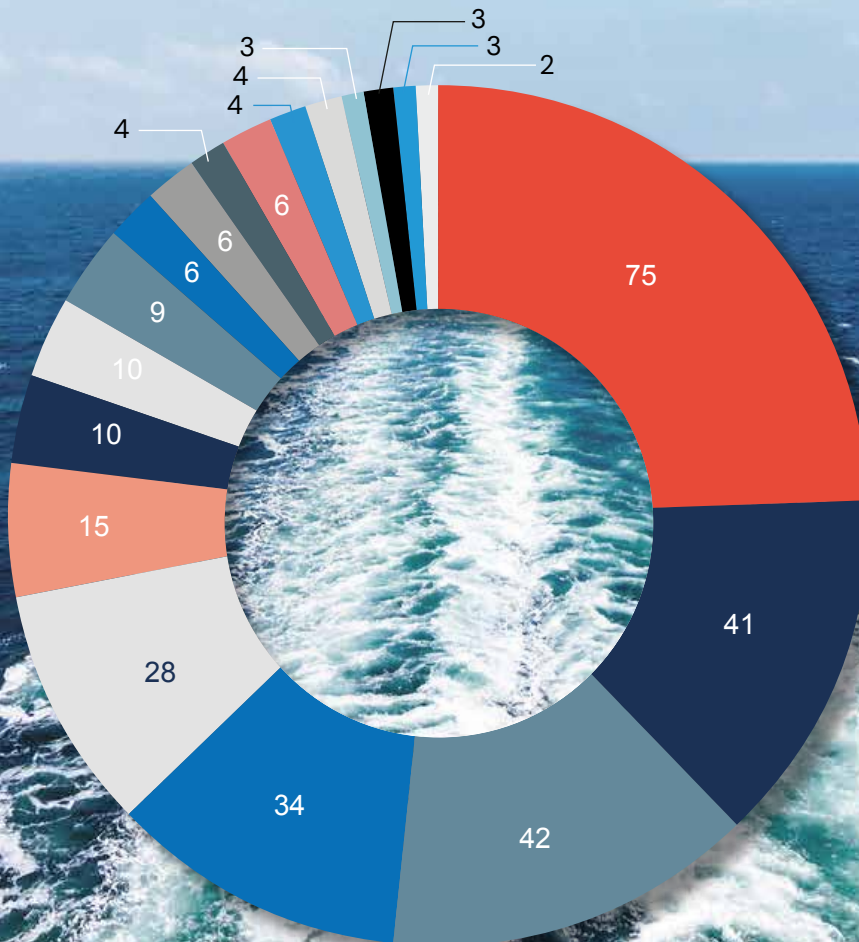
BREAKDOWN OF ISLE OF MAN SHIP REGISTERS 2021

- 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



EYEESEA

The IOMSR began formally backing the Eyesea initiative in April 2021. Eyesea is a not-for-profit organisation formed last year to map marine pollution. The move saw IOMSR Director, Cameron Mitchell, become an ambassador of Eyesea, while the Registry, which is home to 10,000 seafarers aboard more than 380 vessels, has become a member.

Users of Eyesea use an app to take geotagged photos of marine pollution wherever they may be and upload these to the Eyesea map. All user data aggregates, with the end goal being the output of a global pollution map that will allow NGOs and Government Organisations to best-direct maritime clean-up efforts. Over the last year, Eyesea has been tested by community volunteers around the world.

Ocean pollution affects us all and Eyesea's cause is one that all of us at the Ship Registry care deeply about. Many of our staff have witnessed the increasing damage pollution is causing at sea and you would be hard pressed to find anyone who hasn't walked down a beach and noticed rubbish from the ocean spoiling the experience.

Cameron has personal experience of witnessing the build-up of plastic waste in ports and coastal regions, as well as the large accumulation of plastic in the Pacific Ocean, now known as the Great Pacific Garbage patch. He would like to mobilise the thousands of seafarers sailing under the Isle of Man flag to document and report instances of pollution they witness and will be encouraging our seafarers to use the Eyesea app as well as the IOMSR 'Crew Matters' seafarer welfare app to capture examples of pollution.

The Isle of Man has been designated a biosphere reserve by UNESCO and a recent storm highlighted the importance of Eyesea's work in maintaining the natural beauty of the world. A beta version of the Eyesea app was trialled following the storm and a subsequently organised joint clean-up event by Beach Buddies and PlasticBusters collected 520 kilogrammes of rubbish over a large area of Douglas beach.

Eyesea founder, Graeme Somerville-Ryan, welcomed the IOMSR to the Eyesea community. He said the sheer number of IOMSR seafarers and ships would support Eyesea's long-term aim to model the effects of currents, wind and tide on the movement and location of pollution. From here, Eyesea will develop pollution heat maps to target clean-up efforts.

"We believe there is a major role for Eyesea in helping communities efficiently and effectively care for their coastal environment," he said. "But to achieve that we need the support of organisations with the clout and reach of the IOMSR. The shipping industry, with our tech and our reach, can provide key support to community and government clean-up initiatives.

"There is a great desire for people to try and do something and to report what they are seeing on their coasts, and in their cities and towns," he said. "As people understand the power of this information, we hope Eyesea will be able to support more clean-up initiatives on land and at sea."

POSITIVE RESULTS FROM III CODE AUDIT

Previous editions of the Annual Report have talked at length about our preparations for audit under the IMO Instruments Implementation Code, widely known as the III Code. This is the mechanism by which IMO audits its members to review whether they satisfactorily discharge their obligations under the various Conventions that they are party to.

The Isle of Man is audited as part of the United Kingdom audit, since our relationship with IMO is through the UK. This is also the case for the other 11 members of the Red Ensign Group.

The scope of the III Code focuses on the implementation of the following conventions:

- SOLAS
- MARPOL
- STCW
- Loadlines
- Tonnage Convention
- COLREGs

Keen observers will be aware that in some cases these Conventions place obligations on bodies beyond the Isle of Man Ship Registry, and therefore, compliance with the Code is a Government-wide undertaking involving several Departments. For example, SOLAS requires contracting Governments to arrange the collection and publication of hydrographic information and this function is undertaken in the Isle of Man by the Department of Infrastructure.

After a series of delays due to the COVID-19 pandemic, our audit took place remotely in October 2021 with auditors from the United States of America and Thailand.

The outcome of the audit was extremely positive for the Isle of Man and the Red Ensign Group with only two findings, one of which was not relevant to the Isle of Man. The Red Ensign Group received three awards for 'best practice' in the areas of Legislation Review, Hydrography and Monitoring of Recognised Organisations.

As the group performed well in this audit it is likely to be considered a low risk member of IMO and therefore future audits may be reduced in scope.

Reported Casualties, Accidents, Incidents, Injuries and Deaths on Isle of Man Registered Ships in 2021

The 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 2021 by Manx ships worldwide and by foreign ships in Isle of Man territorial waters.

| | 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: | 24 | | 4 | | 1 | 7 | 1 | 6 | 4 | 1 | 0 | | | |
| Accident cases: | 41 | | 0 | | 2 | 0 | 33 | 3 | 1 | 1 | 1 | | | |
| Incident cases: | 26 | 1 | 5 | | 3 | 1 | 3 | 7 | 5 | 0 | 1 | | | |
| Total cases: | 91 | 1 | 9 | 0 | 6 | 8 | 37 | 16 | 10 | 2 | 2 | | | |
| The above casualties, accidents and incidents were classified into the following occurrences: | | | | | | | | | | | | | | |
| Collision/Allision – significant damage, foundering, stranding | 6 | | 2 | | 1 | | | 1 | 1 | 1 | | | | |
| Collision/Allision, touch sea bottom – no/minor damage | 13 | 1 | 2 | | 1 | 2 | | 4 | 3 | | | 1 | | |
| Fire | 11 | | | | 2 | 2 | 2 | 2 | 1 | 1 | 1 | | 1 | |
| Sudden uncontrolled release of any substance from a system | 30 | | | | | | 30 | | | | | | | |
| Electrical short circuit or overload | 2 | | | | | | | 1 | 1 | | | | | |
| Failure of any lifting device | 1 | | | | | | 1 | | | | | | | |
| Involving access to or from the ship | 1 | | | | | | | 1 | | | | 1 | | |
| Slips or falls (same level) | 2 | | | | | | | 1 | | | 1 | 1 | 1 | |
| Slips or falls (different levels) | 6 | | 2 | | 1 | 2 | | | 1 | | | | 6 | |
| Involving mooring ropes or hawses | 7 | | 1 | | 1 | 1 | 2 | 2 | | | | 2 | 1 | 2 |
| Involving lifting equipment | 2 | | | | | | 1 | | 1 | | | | 1 | |
| Man overboard | 1 | | | | | | | 1 | | | | | | |
| Moving about – manual handling | 2 | | | | | 1 | | | 1 | | | | 2 | |
| Involving rescue boat/lifeboat/liferaft | 1 | | | | | | 1 | | | | | | | |
| Maintenance – other | 1 | | 1 | | | | | | | | | 1 | | |
| Navigation – machinery/equipment failure | 2 | | 1 | | | | | 1 | | | | | | |
| Cargo operations | 2 | | | | | | | 2 | | | | | 1 | |
| Leisure activity on board/in sea | 1 | | | | | | | | 1 | | | | 1 | |
| Cases involving minor injury: | | | 2 | | 1 | | | 1 | 1 | | 1 | 6 | | |
| Cases involving serious injury: | | | 2 | | 1 | 4 | 1 | 3 | 3 | | | | 14 | |
| Cases involving fatality: | | | | | | 1 | | 1 | | | | | | 2 |

Fatalities or Injuries 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).

| Number of: | | | | | | |
|-------------------------------|-------|-----------|----------------------|---------------------|-------------------------|----------------------|
| | Total | Seafarers | Pleasure vessel crew | Fishing vessel crew | Passengers/Yacht guests | Visitors/contractors |
| fatalities on board: | 2 | 2 | 0 | 0 | 0 | 0 |
| people with serious injuries: | 14 | 12 | 0 | 0 | 0 | 2 |
| people with minor injuries: | 6 | 5 | 0 | 1 | 0 | 0 |

Vessels under Investigation by IOM Ship Registry in 2021

Isle of Man registered vessels:

| Type of Ship | Nature of Investigation |
|------------------|--|
| Pleasure vessel | Collision – preliminary investigation |
| Fishing vessel | Fire in engine compartment – preliminary investigation |
| Other cargo ship | Serious injury to tug-driver on a RO-RO deck – preliminary investigation |

Foreign vessels under investigation in Isle of Man territorial waters:

| Name of Ship | Type of Ship | Nature of Investigation |
|--------------|------------------|---------------------------------------|
| CEG Orbit | Other cargo ship | Grounding – preliminary investigation |

Isle of Man Vessels under Investigation by other investigation bodies in 2021:

| Type of Ship | Nature of Investigation | Investigation Authority |
|-----------------|--------------------------|--|
| Offshore vessel | Fire in engine room | United Kingdom Health & Safety Executive |
| Offshore vessel | Fire in switchboard room | United Kingdom Health & Safety Executive |

Vessels under “Very Serious Marine Casualty” investigation conducted by United Kingdom Marine Accident Investigation Branch on behalf of Isle of Man in 2021:

| Name of Ship | Type of Ship | Nature of Investigation |
|--------------|------------------|-----------------------------------|
| Mona Manx | Bulk carrier | Fatal injury – mooring operations |
| Teal Bay | Other cargo ship | Fatal injury – mooring operations |

For investigation status and reports by the UK MAIB on behalf of Isle of Man please use the following weblink; <https://www.gov.uk/government/organisations/marine-accident-investigation-branch>

Investigation reports published by IOM Ship Registry in 2021 were as follows: – None.

For more information please refer to the 2021 Annual Summary of Casualties, Accidents and Incidents on Isle of Man Registered Vessels available on the website.

Annual Summary and Casualty Investigation reports are published on the Isle of Man Ship Registry website. www.iomshipregistry.com/forms-reports/casualty-reports/

BIG IMPROVEMENTS TO MAVIS ARE COMING SOON!

You may not have noticed many changes to MAVIS during 2021, however there have been significant changes 'under the bonnet' to prepare for the roll out of new, customer focused improvements during 2022.

2021 started with finishing off the high priority changes needed within the system following our transition from the old system (MAVIS 1.0) to our interim system (MAVIS 1.5). We then actioned several key changes within MAVIS, allowing us to develop a framework that will facilitate the launch of key features through the platform and bring significant benefits to our clients when MAVIS 2.0 goes live later this year.





The key features we intend to bring to our clients over the coming years are online services and PowerBI. Our online services will allow customers to log in and view information about vessels connected to them. The ultimate aim is to allow our clients services such as requesting surveys and registering ships through MAVIS, making the process quicker and more efficient for everyone.

Our PowerBI projects seeks to refine and analyse the vast quantities of data that the Ship Registry has access to through the portal. Reports will be produced from this data that will highlight current trends to customers on their own vessels and within the wider industry. We hope this move will improve the performance and safety profile of the industry as a whole.

It is an exciting time for the Ship Registry and MAVIS so be sure to watch this space as we continue to push hard for features and improvements that benefit our clients! We look forward to providing further updates soon.

NEW GENERAL MANAGER FOR ISLE OF MAN MARITIME

In April 2021, Isle of Man Maritime announced the appointment of Lee Clarke as its new General Manager.

Working closely with the Executive Committee, Lee will play a key role in promoting the Island's maritime sector, both on and off-island, and in developing Isle of Man Maritime's existing relationships as well as new ones.

With a career in the maritime industry spanning 17 years, including roles both on board and onshore, Lee brings a wealth of knowledge and experience to the role.

Prior to joining Isle of Man Maritime, Lee worked in several 'at sea' roles for Bibby Ship Management before becoming their Cadet Training Manager. In 2016 he joined V.Group as their Head of Global Cadet Officer Training. In 2020, he joined the award-winning maritime tech business, Tapiit Group, as their Content and Delivery Manager.

A vocal campaigner for change in seafarer training mentoring, Lee has spoken at various industry events including leading shipping symposiums and Honourable Company of Master Mariners mentoring seminars and crew seminars. He has also been involved in various boards including the Merchant Navy Training Board and the King George's Fund for Sailors.

In addition to his role with Isle of Man Maritime, Lee is an Associate Fellow of the Royal Institute of Navigation, Trustee and Hon. Secretary for King George V Fund for Sailors, Trustee and ex Commanding Officer of the Sea Cadets.

Formed in 2018, Isle of Man Maritime is a not for profit organisation set up to develop, support and promote the Isle of Man's growing maritime sector, working closely with the Isle of Man Ship Registry. IOMSR Director Cameron Mitchell serves on the Executive Committee of Isle of Man Maritime.

For more information about Isle of Man Maritime or becoming a member, visit www.maritime.im.



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Isle of Man
Ship Registry

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

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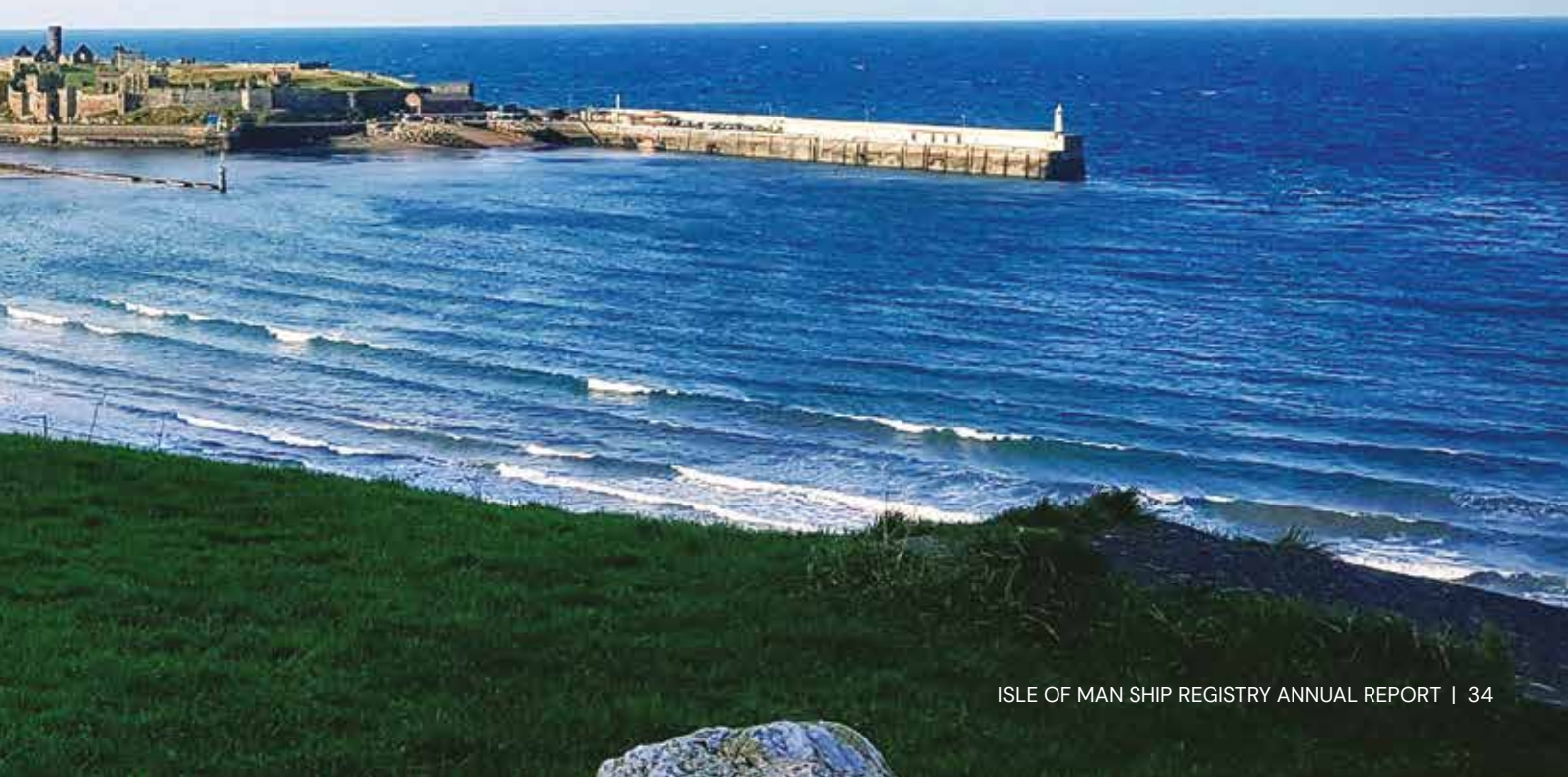
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Isle of Man
Ship Registry

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