



# Isle of Man Ship Registry

## ANNUAL REPORT



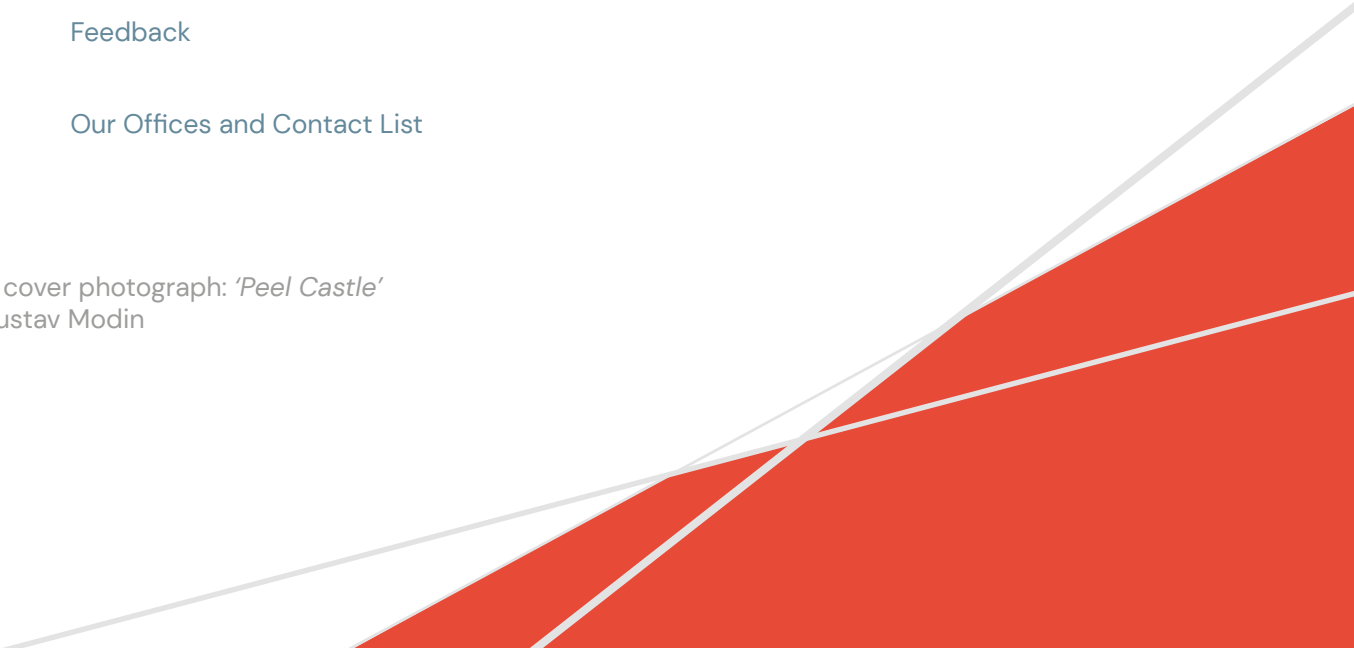
2022



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Back cover photograph: *'Peel Castle'*  
by Gustav Modin





# INTRODUCTION

CAMERON MITCHELL, DIRECTOR, ISLE OF MAN SHIP REGISTRY

Welcome to the 2022 Isle of Man Ship Registry Annual Report, which presents a comprehensive overview of the activities and achievements of one of the world's leading shipping registers. As regular readers will know, we have a long and proud history dating back to the 18th century, and today we continue to provide a world-class service to ship owners and operators from around the globe.

In 2022, we renewed our focus on safety, security, and service excellence, while also introducing new initiatives and continuing to improve the efficiency and effectiveness of our operations, and strengthening our partnerships with key stakeholders in the maritime industry. We remain committed to providing our clients with the highest levels of service and support, and this report highlights the ways in which we have achieved this over the past year.

In the last report we launched our 'green fee' discounts for ships that install environmentally friendly technologies, and we committed to keeping these under constant review. We have delivered on that promise and you can read about changes to our program to include the latest technologies as we continue to reward owners who are going above and beyond the IMO prescribed standards.

Another hot topic in 2022 was PSC performance as we see a change in the dynamic of PSC inspections as we move out of the COVID pandemic. We track and analyse our PSC performance as we are fully aware how important strong PSC performance is to our clients. What our data shows is that throughout 2022, across many MoU regions, the number of inspections decreased relative to the number of detentions. This is likely due to the fact that the Isle of Man is widely regarded as a low risk flag, therefore ports

with limited resources will not prioritise our ships for inspection. This means that when an occasional detention does occur, it has a much greater effect on our standing within that region's whitelist.

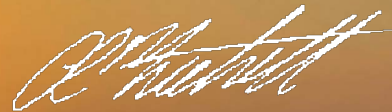
This is one of the reasons we have rolled out our 'pre-PSC' inspections which are aimed at preparing our vessels for a PSC inspection by visiting them remotely for a few hours. The aim is to use the data available to us to pin point the areas where we can have most impact on vessel performance, whilst limiting the burden placed on the crew of having to facilitate a further inspection. Using PowerBI we are able to carry out an analysis of the vessel type, company performance and commonly identified issues at the next port of call. This creates a bespoke checklist for any particular vessel allowing us, and the crew, to work more intelligently towards our shared goal of a clean PSC inspection.



Elsewhere, we continued to implement a range of strategic initiatives aimed at enhancing our services and improving the quality of our operations. We continued to invest in our digital platform (MAVIS) to streamline our processes and make it easier for clients to register and manage their vessels. We continue to work towards an overhaul of the online services available to clients and hope to have some exciting news about this by the time of our next annual report.

Finally, this report provides insights into our engagement with the international shipping community at a wide range of industry events. We believe that collaboration and cooperation are critical to the success of the maritime industry, and we are committed to working with our partners to address the challenges facing the industry. We have participated in a range of international forums and conferences over the past year, where we have shared our expertise and best practices with industry peers and stakeholders.

To close, I hope you will find the 2022 Isle of Man Ship Registry Annual Report to be a testament to our commitment to providing a world-class service to our clients, promoting safety and sustainability in the maritime industry, and working collaboratively with our partners to address the challenges facing the industry. We are proud of our achievements in 2022 and look forward to continuing to deliver the highest levels of service and support to our clients in the years ahead.



Cameron Mitchell  
Isle of Man Ship Registry Director

# POLICY AND LEGISLATION UPDATE

## Foreword

War in Ukraine, rising interest rates, supply chain problems and soaring costs of living. There are many things to be said about 2022, but the year being uneventful is certainly not one of them.

A diverse set of challenges for the Isle of Man Ship Registry and our clients but under the surface, the problems for the Shipping Industry echo those that we felt (and in some cases continue to feel) during the height of the pandemic: Seafarer welfare, crew relief planning and difficulty performing vessel maintenance or retrofitting components to meet regulatory requirements. Different origins but the same issues

The Isle of Man Ship Registry was therefore ready to assist our clients in any way we could in 2022; using our existing COVID framework, we quickly developed several policies outlined in TAN 002-22, offering guidance for ship owners following the invasion of Ukraine. Our policies allowed ship owners to extend the SEA's of seafarers who were unable to return home (where appropriate), gave guidance on the repatriation of seafarers who did not wish to sail in a warzone and helped ship owners provide alternate methods of wage payment for seafarers unable to receive bank transfers due to the ongoing war.

Our Crew Matters App continued to be an effective way for crewmembers to manage their welfare at sea and the IOMSR highlighted our free access to the app for all seafarers as a tool for those struggling with the situation in Ukraine.

The procedures and policies developed during COVID allowed the IOMSR to work with our clients who were struggling with supply chain issues and provide advice, extensions and temporary dispensation letters where possible to avoid regulatory issues and problems during external inspection.

Overall, a tumultuous year but the Isle of Man Ship Registry will continue to place

our client's needs at the forefront of all that we do. With the book now closed on 2022, we hope that 2023 will bring a resolution to these challenges and allow the Shipping Industry to return to the normality we have been looking forward to since 2020.

## SOLAS

In 2022, the policy department completed their work on SOLAS VII – The Carriage of Dangerous Goods, and published an updated set of Regulations. This work ensured that Manx Law now covers the latest amendments made by the IMO to SOLAS VII as well as the IMDG, IBC and IGC codes.

In line with this, we updated MSN 056 – Dangerous Goods, to ensure that our clients had the latest information needed to comply with the Regulations.

## MARPOL

MARPOL has seen several important updates enter into force internationally during 2022, perhaps the most important of these being the revision of Annex VI that saw the entry into force of EEXI and CII requirements, a key milestone in shipping's journey to net-zero.

To aid our clients in understanding these important changes for shipping, the Isle of Man Ship Registry published a significant update to MSN 071 – MARPOL Annex VI, covering the new changes brought into force in 2022. The Shipping Notices for MARPOL Annex II and Annex IV (O67 and O69) were also updated to clarify the IOMSR's position on certain aspects of policy.

## Green Fees

With the implementation of the Isle of Man Merchant Shipping (Fees) Regulations 2022, the Isle of Man Ship Registry became the first flag state in the world to incentivise ship owners by offering a discount on registration fees for ships deploying green technology, our 'green' discount.



The green discount gives ship owners a 15 percent reduction on their annual registration fee. The discount 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.

The Isle of Man keeps a close eye on emerging technologies and green solutions and we hope to expand the range of this discount in the future and continue to reward clients who are progressing on their journey towards net-zero.

### **Ballast Water Convention**

The Isle of Man has put significant work into implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), over the course of 2022. The BWM Convention seeks to address the issue of ship ballast water transporting microorganisms and pollutants around the world; the convention will play a key role in securing the environment of the Isle of Man.

Implementing a new convention is always a long and difficult task; the Isle of Man Ship Registry must carefully consider the impact bringing the convention into force will have on our existing clients and the Registry. What obligations will we place upon our ships? Will our ships be required to retrofit new technology? What actions must the Registry and the Isle of Man take to comply with the Convention? All of these questions and more must be answered before we even consider drafting regulations.

The Ship Registry has spent the majority of 2022 carefully assessing each regulation contained within the BWM convention for the impact it will have upon our clients and the Island and liaising with other areas

of government as required, ensuring the correct experts had their input given the importance of the convention in protecting the marine environment.

This work is now largely complete and the Ship Registry hopes to develop regulations implementing the Ballast Water Convention and put these to consultation with our stakeholders in 2023.

### **The Future**

The Ship Registry is currently undertaking a project to assess and update (where required) all aspects of our legislation pertaining to the registration of vessels. Our regulations in this area have not been updated in this manner since the 1990's and we see this as an important project to remain competitive in the global environment and modernise the way we register vessels.

We also have several exciting projects in the works that will allow the Registry to expand the range of services we can offer to our clients. Details of these are being kept under wraps for now due to the commercially sensitive nature of the projects but watch this space in 2023 for exciting developments from the Registry!

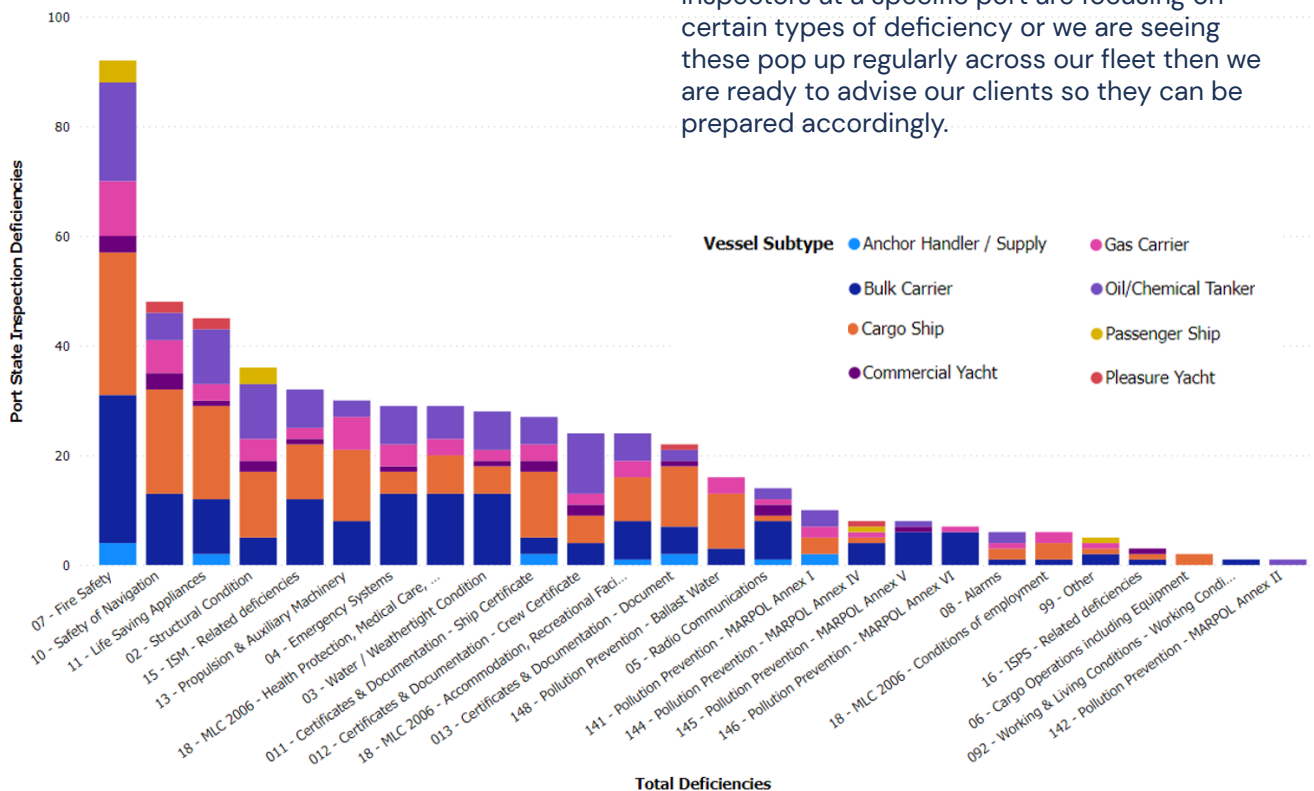
# DATA ANALYTICS

## & THE FUTURE OF THE REGISTRY

### Introduction

The Isle of Man Ship Registry stores the data relating to our vessels on a bespoke software database called MAVIS. We recognised that having access to all of our data in one centralised location presented us with a unique opportunity to utilise the power of data analytics and enhance the way we use the data available to us for the benefit of our clients.

Microsoft PowerBI (PBI) is powerful business intelligence software that allows users to analyse and visualise large amounts of data in order to identify trends or assess performance. In 2021, we initiated a project to use PBI to clean, transform and visualise the Ship Registry's data.



### Project Progress

Over the course of 2021 and 2022, the Ship Registry has made significant progress in transforming and analysing the data available to us. We have developed several reports and visualisations that allow us to assess our internal performance and the performance of our vessels around the world at a glance.

### Benefits to Clients

What does this mean for our clients? The Isle of Man Ship Registry can now provide our clients with almost real-time updates on the deficiency trends we are seeing (see below chart), not only by ship type, but also by country and port. If inspectors at a specific port are focusing on certain types of deficiency or we are seeing these pop up regularly across our fleet then we are ready to advise our clients so they can be prepared accordingly.

This data has proven most useful for two of the recent changes we have made at the Ship Registry: Our PSC Ready Campaign and our Annual General Inspection Scheme.

For our PSC Ready Campaign, Power BI has allowed us to identify vessels likely to be targeted by Port State Control at their next port call. Using our system, we can identify the deficiency trends specific to their next port of entry and vessel type.

We have been working closely with our clients to attend these vessels remotely, inspect these

areas, and provide advice before they enter port. The campaign has only been running a short time but feedback from our clients has been positive and we have identified and resolved several defects that could have caused significant issues during PSC. In some cases, we have also been able to combine the Pre-PSC inspection with the vessels annual remote survey and reduce the future workload for the vessel crew.

### Future Developments

Work on our PowerBI project is ongoing. In the future, we hope to open up our data to our



clients, allowing them to view the trends most relevant to their vessel. Whether this is relating to deficiencies, safety or survey and certification, our main goal is to ensure our clients are equipped with as much as information as we can provide them to maximise their own performance and ensure safer shipping across our fleet.

### **The Annual Remote General Inspection Scheme**

One of the biggest changes we made in 2022 was the introduction of our Annual Remote General Inspection (AGI) Scheme. This survey scheme was developed with the intention of establishing more regular contact with the vessels on our flag, and offering ourselves and clients greater flexibility in how and where inspections took place. Although the scheme has been generally successful, feedback from the first year of the scheme has identified that there has been some issues in establishing a reliable and clear data link to the vessels. We have found that there are also a number of areas of the vessels where it has been very difficult to inspect with the remote technology such as machinery spaces, accommodation and deck areas.

As such, we are now asking clients that wish to remain on the AGI scheme to submit and undertaking to us, confirming that their ships have the required internet connectivity, bandwidth and cyber security protocols to conduct AGI's.

Those vessel do not have the infrastructure required to conduct AGI's in accordance with the above standards, or in cases where clients would prefer a physical inspection, will remain on the '2-in-5' General Inspection scheme.

### **'2-in-5' General Inspection Scheme**

Our clients will be familiar with our '2-in-5' General Inspection scheme that requires all vessels to have two General Inspections within a 5-year period no more than 36 months apart. These inspections are physical and comprise a full assessment of the condition of the ship, in general, a full GI can take up to 12 hours to complete.

During COVID, the Ship Registry faced the same problems as the rest of the shipping industry; travel restrictions prevented our surveyors getting to ships to conduct inspections. Given the number of ships we are required to inspect each year, it was not possible for the Registry to sit and wait for the pandemic to resolve itself. We had to develop alternate solutions for inspecting our ships.

The alternate solution we identified was to begin inspecting our ships remotely, technology had developed to a point that we felt made this a practical solution (although dependent on connectivity, not ideal) and we worked closely with our clients to continue 'business as normal'.

### **Annual Remote General Inspection Scheme**

Following the end of the peak of the pandemic, with our surveyors again able to travel, we felt strongly that the experience gained in our office on remote inspection techniques and the benefits we saw remote surveys could deliver should not be lost. We therefore decided to keep hold of this in 2022 and offer it to our clients that found it beneficial.

Under the scheme the 5-year cycle is maintained, however, clients receive one remote inspection each year before the vessel undergoes a physical general inspection in the 5th year. The remote inspections are shorter, targeted inspections that focus on specific areas of the vessel each year. The Ship Registry uses our data analysis system to identify areas to focus on each year, this ensures each inspection is relevant and providing the biggest possible benefit to the vessel.

The Ship Registry believes the AGI scheme has a place in the future of surveying within shipping. The benefits it brings to our clients are many, remote technology allows us to perform the inspection at a time that suits everyone, whether that be in port or at sea, we understand how busy life at sea can be and believe this allows us to reduce the workload we place upon our vessels from a regulatory perspective.

Increasing the frequency at which we touch base with our vessels not only serves to strengthen our relations with those on board but also ensures we are gaining a deeper understanding of our ships and ensuring the safety of our fleet in a way that wasn't possible in the past. Avoiding unnecessary travel ensures we are doing our part to reduce the climate impact of the Registry.

As first movers in this space, we understand connectivity can sometimes be a problem but are confident solutions are coming that will resolve these issues and make remote inspections indistinguishable to a physical inspection.

We put significant effort into researching the latest technologies and are always looking for ways we can improve our remote survey techniques. Our remote inspection data feeds into the PowerBI system, ensuring we are continuously improving the targets of our inspections.

Vessels can request to opt in to the AGI scheme, provided they have sufficient bandwidth and technical capability to do so. Client flexibility is important to the Registry and our clients have the option to return to the default GI inspection scheme if they choose. We hope to continue being a first mover in this space and to take advantage of technological developments to bring continued benefits to our clients.





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# REGISTRY UPDATE

Led by Sarah, our team of registrars (Denise, Charlotte and Hannah) 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.

Throughout 2022, the registrars have been involved with a several new projects aimed at enhancing the services provided to clients. These include, the development of an online registration portal, updating the existing registration forms, and working alongside the Policy & Legislation team to begin the process of updating the regulations connected to each register part, starting with the Part II Register for Small Ships. This project will progress throughout the year and we hope to be able to share further updates in next year's annual report.

In the meantime, if you have any queries regarding registering your vessel in the Isle of Man, the registry team would be delighted to hear from you.

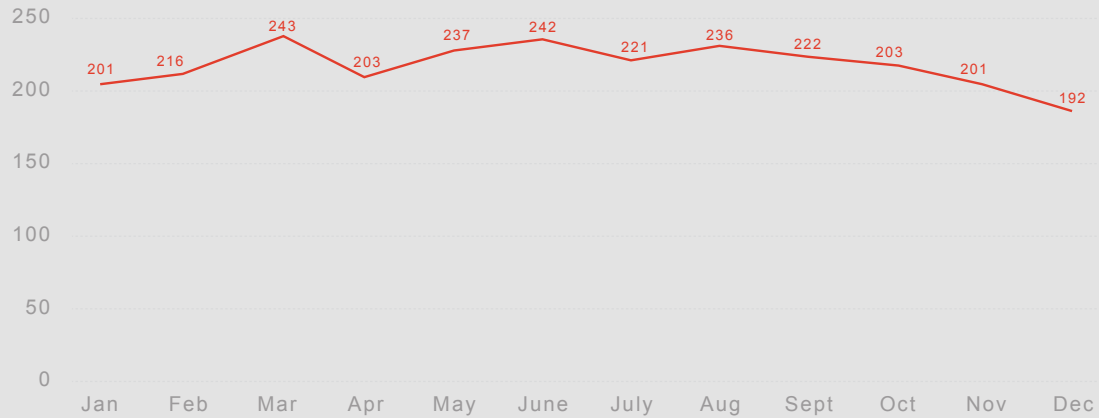
Please email: [registry.marine@gov.im](mailto:registry.marine@gov.im)



# STCW TEAM HARD AT WORK

Our STCW Administration officers Belinda and Sarah have been hard at work this year ensuring that all endorsement requests accepted through our online portal are processed in an expeditious manner. In many cases these request are completed the same day. The number of endorsements issued in 2022, by month, is shown below:

## Endorsement Activity 2022



## Acceptance of Online Courses

The Red Ensign Group began accepting online training for a selection of STCW courses in 2022. For the full list of courses please see Section 9 of MSN 050. This decision was made in order to increase accessibility, enhance flexibility, and better support the professional development of maritime professionals globally.

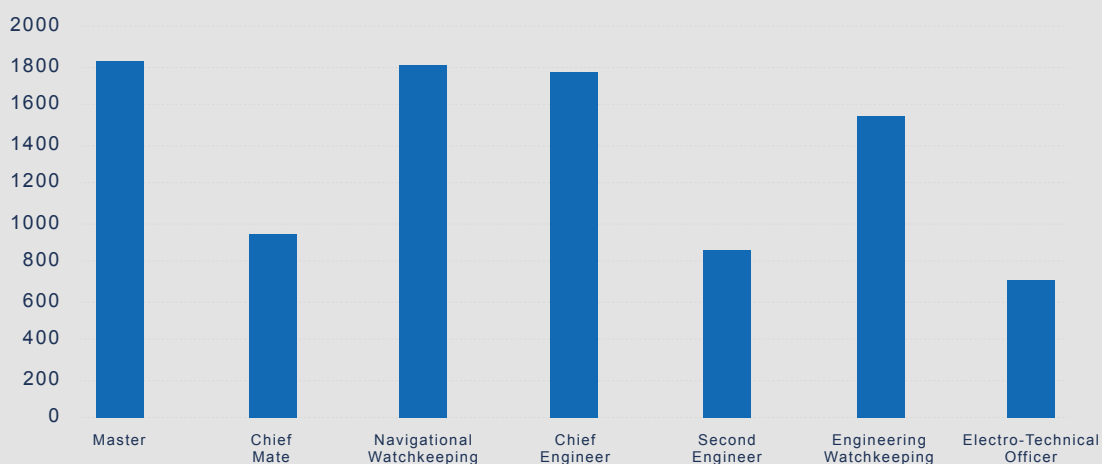
## Ukrainian Seafarers

The Isle of Man Ship Registry has been extending the endorsements of all Ukrainian seafarers until June 30, 2023, in response to the ongoing conflict in Ukraine. This is in accordance with International Maritime Organization (IMO) Circular letter No. 4232/Add.18, which was issued on November 16, 2022. The IOMSR is closely monitoring the situation, particularly as more than 10% of the seafarers working on Isle of Man flagged vessels are Ukrainian.

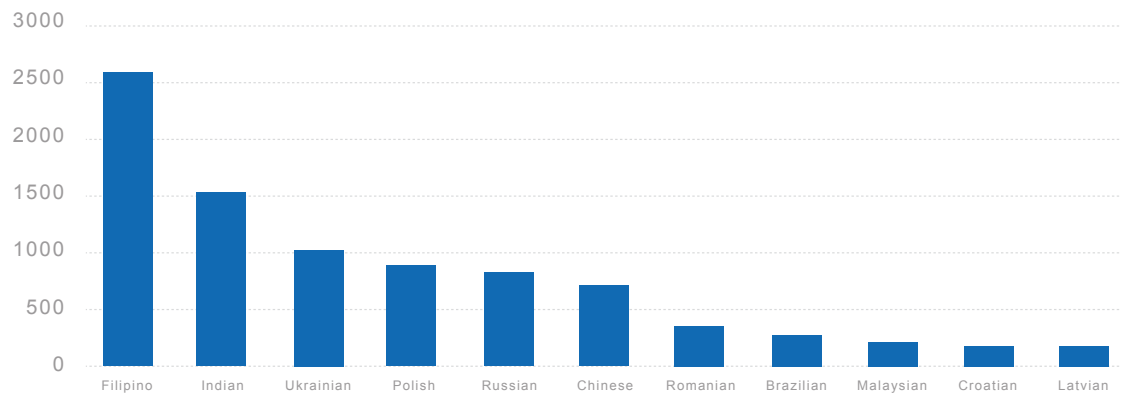
## Statistics from STCW

A further selection of our STCW data is highlighted below providing some information about the compilation of crews sailing on the Manx fleet:

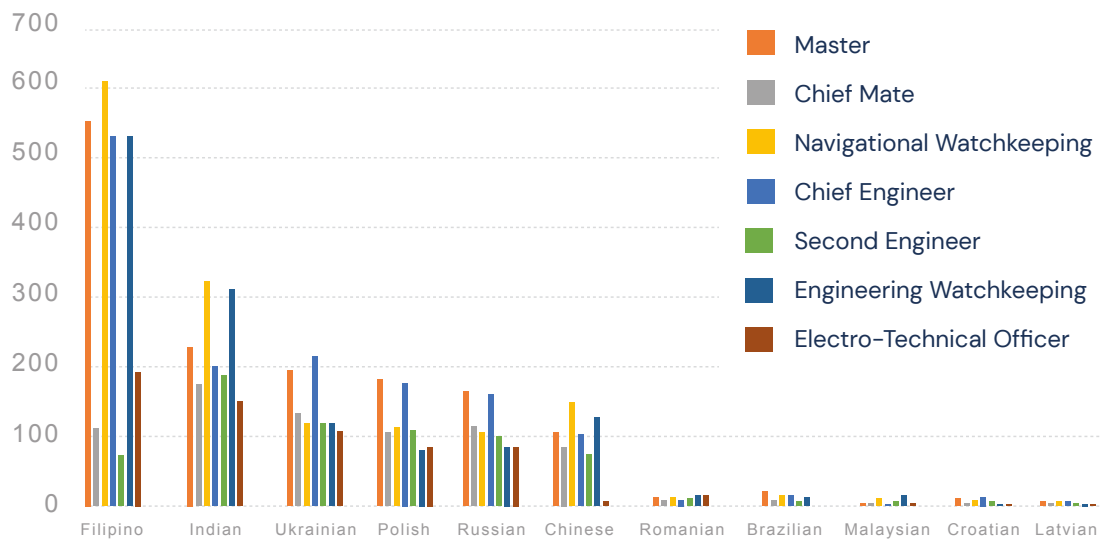
## Total Seafarers by Capacity



## Seafarers by Nationality



## Seafarers by Nationality & Capacity



CONTINUING OUR INVESTMENT IN

# CREW MATTERS, THE FIRST FLAG STATE CREW WELFARE APP

During last year's Annual Report, we introduced Crew Matters, the World's first Crew Welfare App developed by a Flag State. We pledged that we would continue to develop the features of the app in response to feedback from seafarers and their organisations, and we are delighted to have delivered on that pledge.

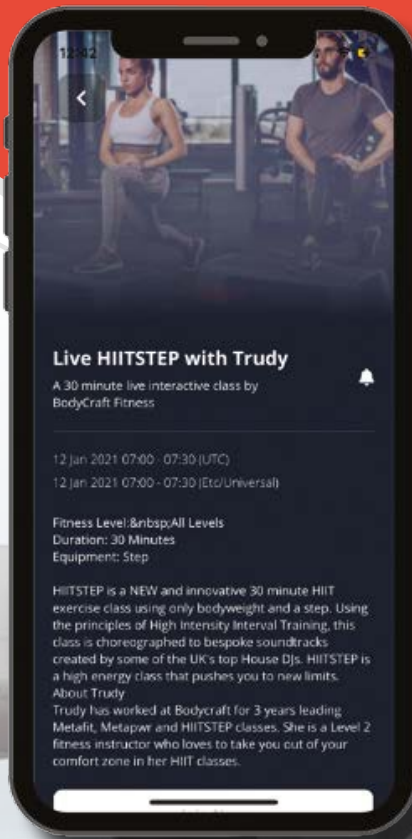
Firstly, we have removed the requirement to log into the app, which means that the app is open to all seafarers, regardless of the flag of the vessel they sail under. We believe that it is only right that this tool be available to the widest possible audience – in fact you don't even need to be a seafarer to download and use the app!

In addition to the usual selection of free fitness, religious and meditation material, we plan to add features to the app which will give access to resources and materials for addressing specific problems seafarers may have at sea and ashore.

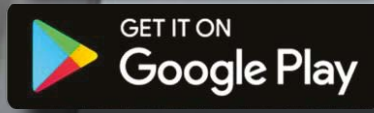
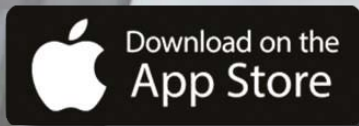
For example, it has been fed back to us by various seafarer's organisations that bullying, harassment and discrimination are some of the biggest issues facing seafarers today. In response, we plan to create a new section on the app designated to vulnerable seafarers who may have encountered bullying, discrimination or abuse of any kind. Crew Matters will aim to provide support material and provide instruments for improving well-being onboard.







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



## IOMSR JOINS INTERCARGO

The Isle of Man Ship Registry (IOMSR) became a member of the International Association of Dry Cargo ship owners (INTERCARGO).

The organisation represents the interest of quality dry cargo ship owners and provides the forum where dry bulk ship owners, managers and operators are informed about, discuss and share concerns on key topics and regulatory challenges.

IOMSR deputy director Toby Brooks said the dry bulk sector is hugely important to the ship registry, both in terms of the significant tonnage that dry bulk ships bring to the Isle of Man flag and the quality of those vessels in terms of

Port State Control inspections and flag state reputation.

He said the IOMSR and INTERCARGO are also closely aligned on the key sector issues of seafarer welfare, safety and decarbonisation.

“Becoming a member of INTERCARGO is an important move for us and we look forward to our organisations coming together and sharing their expertise for the benefit of the wider industry,” he said. “INTERCARGO’s influential voice on the prime issues affecting dry bulk ship owners is respected internationally and our aim in membership is to add to that voice.”

## GOLFERS RAISING FUNDS

FOR SEAFARERS’ WELFARE

After a year off in 2021, our Charity Golf Day returned with a bang in 2022. A full field of 18 teams took to the course in ideal conditions at Rowany Golf Club in Port Erin, Isle of Man.

The Isle of Man Steam Packet were winners of the team event, with Dohle in second and the Isle of Man Ship Registry in third. Stephen Doughty was the individual winner.

The event raised £2,012.38 which will be donated to King George Fund for Sailors for spending on various seafarer welfare projects.

The 2023 event will take place on 25th August – as always sponsorship is greatly appreciated to help us raise as much money as possible for a very worthwhile cause.



## MERSEY MARITIME AWARDS

It was an honour to be listed as a finalist for the Environmental, Social and Governance award at the 2022 Mersey Maritime Industry Awards.

This award is open to a business, charity or organisation of any size that has shown

exceptional responsibility in the way it conducts its business with regards to its ESG policy and can demonstrate good practice in one or all areas of environmental policy, social responsibility and governance.



## JOINING FORCES WITH FUELTRUST

We were delighted to sign a new MOU at Connecticut Maritime Association this week with US based FuelTrust. The IOMSR will use FuelTrust's fuels and emissions digital technology to validate vessels for our Green Ship scheme, and to collaborate on further projects to incentivize and enable emissions reductions.

The agreement will enable ship owners and operators registered with the IOMSR to use FuelTrust's Bunker Insights® product to predict, measure and authenticate their fleets' emissions reductions.

## SUPPORTING MARITIME CAREERS DAY

During July we were delighted to support the inaugural Maritime Careers Fair which was organised by our friends at Isle of Man Maritime.

There was a fantastic turn out at the event and we very much enjoyed talking to young people about the opportunities available in the maritime industry.

## ASIAN SHIPOWNER ASSOCIATION

The Isle of Man Ship Registry (IOMSR) is expanding its reach into ASEAN region after joining the Singapore headquartered Asian Shipowners Association (ASA). IOMSR deputy director Toby Brooks said the flag state represents a third of tonnage under the Red Ensign and is joining the ASA as an associate member to participate in members events and technical forums:

"We are delighted to join the ASA and very much look forward to working with its talented team and broad membership, the IOMSR is

investing more resource and time in Asia than ever before. It therefore makes sound business sense to throw our weight behind the ASA so we can contribute our experience and expertise and crucially add more value for our Asian ship owning clients. Although the IOMSR client base is traditionally European – with Greek owners a very important contingent – about two-thirds of Isle of Man tonnage is now managed from Asia, and the percentage is rising. Moreover, we are expanding our presence across the region with full-time representatives in Singapore, China and Japan."

## UPDATES TO GREEN FEES

In last year's Annual Report we introduced our industry leading 'Green Fees' scheme whereby we reward ship owners who are investing in making their ships more energy efficient with a discount on their annual registration fee.

There are two discounts available, firstly a 10% discount for ships which far exceed their required EEDI, and secondly a 15% discount for ships which has certain specified 'green' technologies. When it was launched the

specified green technologies were as follows:

- Use of biofuels or biofuel blends
- Use of alternative fuels
- Use of wind assisted propulsion of wind energy for power generation
- Use of shore-side energy (cold ironing)

We pledged to keep the above list under review and add in new technologies as necessary, and accordingly this year we are pleased to add hull air lubrication systems to the list.



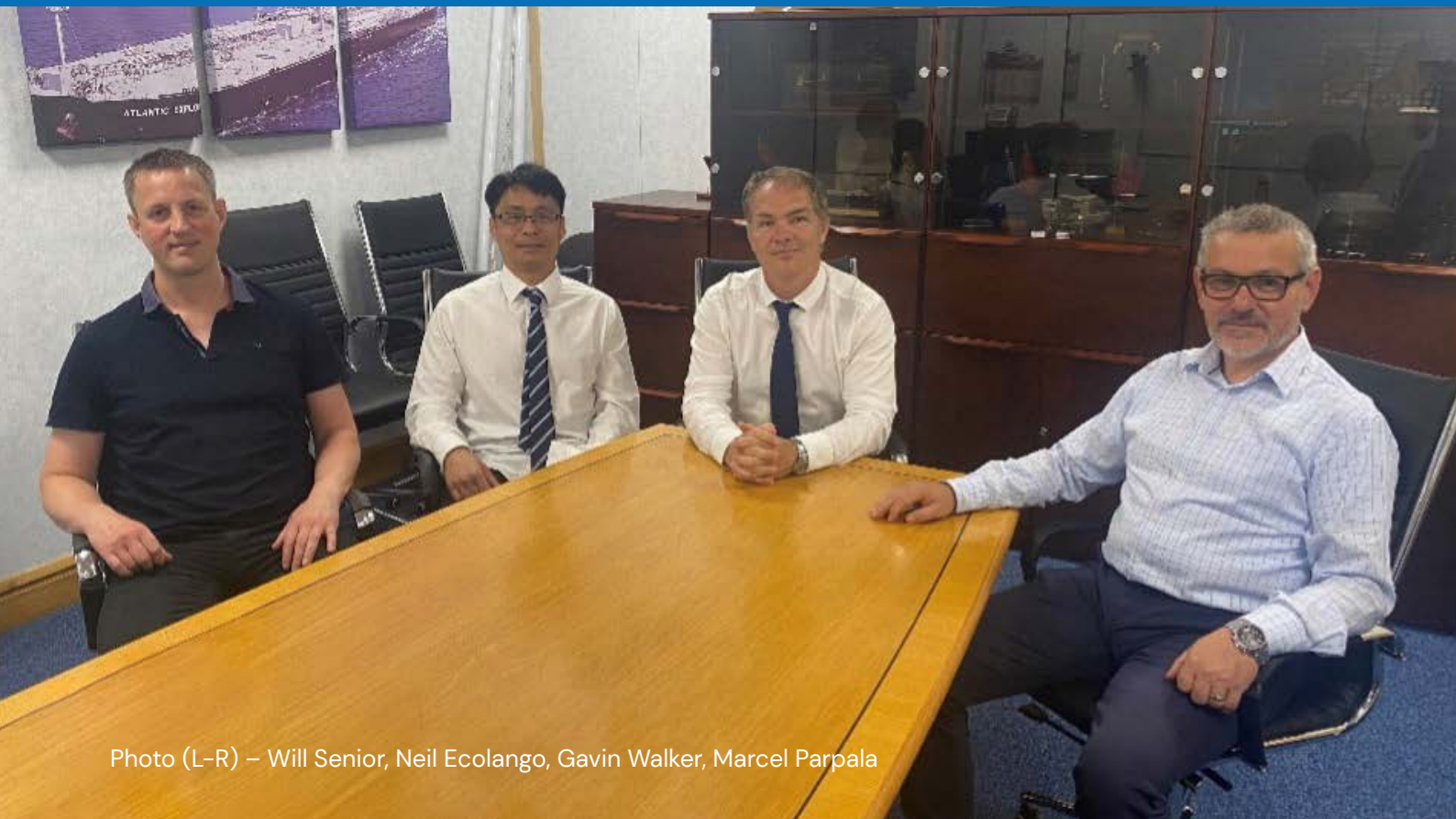


Photo (L-R) – Will Senior, Neil Ecolango, Gavin Walker, Marcel Parpala

## NEW STAFF

During 2022, we are delighted to have recruited the following new staff members to join the team at the Ship Registry:

- Neil Ecolango (Accounts Reconciliation Exec)
- Marcel Parpala (Senior Surveyor)
- Gavin Walker (Senior Surveyor)
- Will Senior (Technical Officer)
- Jake Ferris (Policy & Research Officer)

## PROMOTIONS & SECONDMENTS

In addition to the above, the following promotions and secondments took place during the 2022:

- Hannah Ball was promoted from Technical Officer to Registrar
- Chris Martin has been promoted to Principal Surveyor
- Ilja Kondratjuks has been promoted to Principal Surveyor on an interim basis
- Martyn Oates has been promoted to Technical Policy Manager
- David Price has been promoted to Senior Policy Officer
- David Goberman has been seconded to Director of Harbours

## DEPARTING STAFF

During 2022, three members of staff moved on to pursue new opportunities. These were:

Senior Surveyor who **Robert Hunter** left us after almost two-decades of service which included milestones such as the phasing in of ISPS Code in 2004 and the Maritime Labour Convention in 2013. Robert was also involved in a number of projects, including a revamp of our Official Log Book Regulations in 2015 and produced many of our regular statutory reports including the Maritime Labour Report and Annual Casualty Summary.

**Gustav Modin** (pictured below with Toby Brooks and Cameron Mitchell) left us after two and a half years of service as a Senior Surveyor. As well as surveying, Gustav took on an important extra role during the COVID-19 pandemic, taking on the important role of monitoring SEA extensions

to ensure that seafarer's interests were always supported during a difficult time. Gustav leaves us to invest his time and efforts into his own crewing Company which is based in the Isle of Man.

**Hazel Bailey** was well known to clients as a member of the Registry Team where she was responsible for registrations, de-registrations, mortgages, liability certificates and many other tasks.

We place on record our thanks to Robert, Gustav and Hazel for their diligent work during their time at the Ship Registry and they leave to pursue their future endeavours with our best wishes and gratitude.





# EVENTS 2022

As we moved into 2022 and the effects of the COVID-19 pandemic began to subside, travel restrictions eased which meant that we could get back onto the road. We travelled far and wide to spread the word about the benefits of the Isle of Man and our Maritime Centre of Excellence, however we also love events that are closer to home.

Below is just a selection of the events we attended:



Mersey Maritime Industry Awards



Posidonia 2022



Greek Shipping Hall of Fame Annual Dinner



Greek Shipping Hall of Fame Annual Dinner



Greek Shipping Hall of Fame Annual Dinner



Greek Shipping Hall of Fame Annual Dinner



Greek Shipping Hall of Fame Annual Dinner



Seatrade Maritime Awards



STEMFest Isle of Man





International Chamber of Shipping  
– Centenary Dinner



Superyacht Forum Amsterdam



Berge Bulk 15th Anniversary Dinner



Monaco Yacht Show





## ISLAND HONoured TO HOST THE 2022 RED ENSIGN GROUP CONFERENCE

It was an honour to welcome our friends and colleagues from across the Red Ensign Group to our Island for the 2022 Conference which took place at the Comis Hotel at Mount Murray. Around 70 delegates attended the conference across 4 days in July, which included bilateral meetings, plenary, break-out sessions and evening entertainment.

This represented the first time the conference was able to take place in person since the Covid-19 pandemic took a hold in 2020. The conference aims to oversee and uphold maritime safety standards across the thirteen British Shipping Registers is meeting in the Isle of Man to discuss best practice and to look at ways of improving the performance of the British Registers internationally.

The event opened with a ceremony conducted by His Excellency, Lieutenant Governor Sir John Lorimer with plenary sessions being co-chaired by Katy Ware, Director of UK Maritime Services at the Maritime

& Coastguard Agency and the UK's Permanent Representative to the IMO, and Cameron Mitchell, Director of the Isle of Man Ship Registry.

There was a packed agenda for all sessions, with many members wanting to discuss the challenges they face, such as decarbonisation. The discussions showed that the Red Ensign Group is determined to keep working with industry to make sure the regulations evolve to keep maritime safe while also not stifling the development work of new technology.



**Döhle**  
*Isle of Man*

Katy Ware, co-chair of the REG Conference said: "We are likely to be living with evolving regulation and risk management for 15 to 20 years until we've built the experience with new technology and decarbonisation. There's nothing we can't achieve – the conventions allow us to issue equivalences and develop alternative designs. As the REG, we have the technical depth to do that."

Work will continue across the REG, especially in the Technical Forum on developing the regulatory and compliance framework to allow technological development to meet the decarbonisation challenge.

We thank our generous sponsors who helped to host such as a memorable event and showcase our beautiful Island:

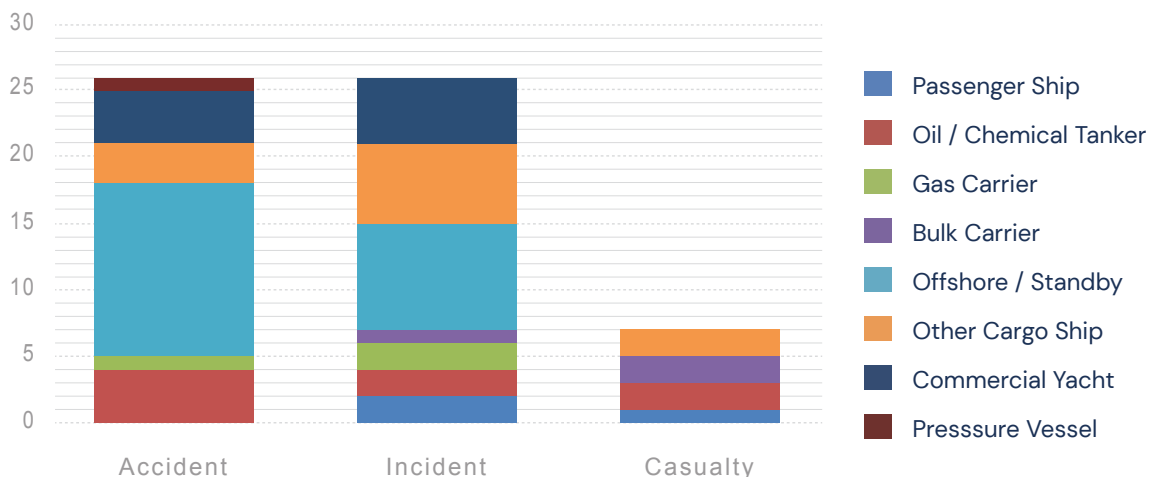




# REPORTED CASUALTIES, ACCIDENTS, INCIDENTS, INJURIES AND DEATHS

ON ISLE OF MAN REGISTERED SHIPS IN 2022

The following graph shows the accidents, incidents and casualties reported to the Isle of Man during 2022. The table below the graph further breaks these events down by occurrence and ship type.

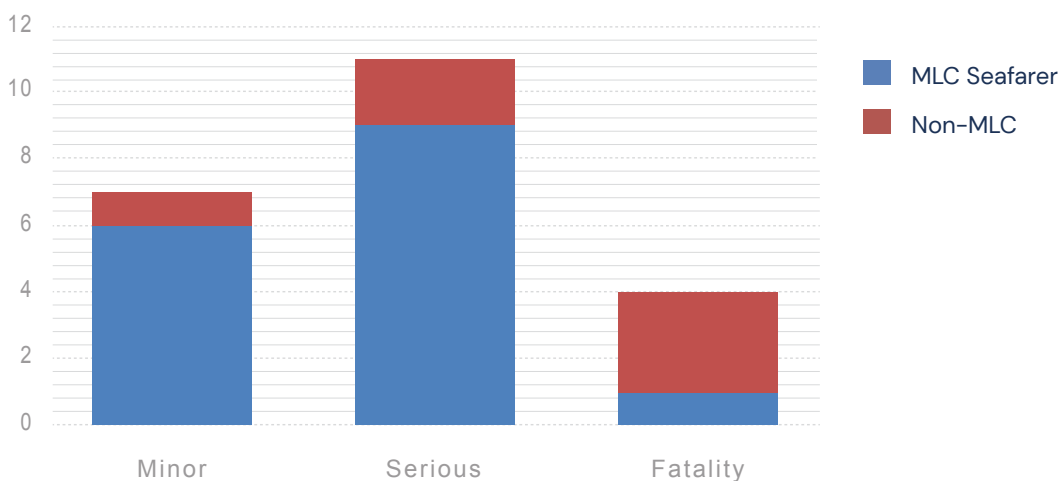


## FATALITIES OR INJURIES ON BOARD

AS A RESULT OF AN ACCIDENT CONCERNING VESSEL OPERATIONS:

A serious injury is any injury sustained by a person the person is unable to function normally for more than 72 hours. Minor Injury refers to any lesser injury that is not a serious injury. The chart below shows injury data reported to the Ship registry during 2022.

*N.b. Fatality data does not include death from natural causes*



# VESSELS INVESTIGATIONS

## RELATED TO THE IOM SHIP REGISTRY IN 2022

There were no vessels investigated by the Isle of Man Ship Registry in 2022.

There were no investigation reports published by IOM Ship Registry in 2022.

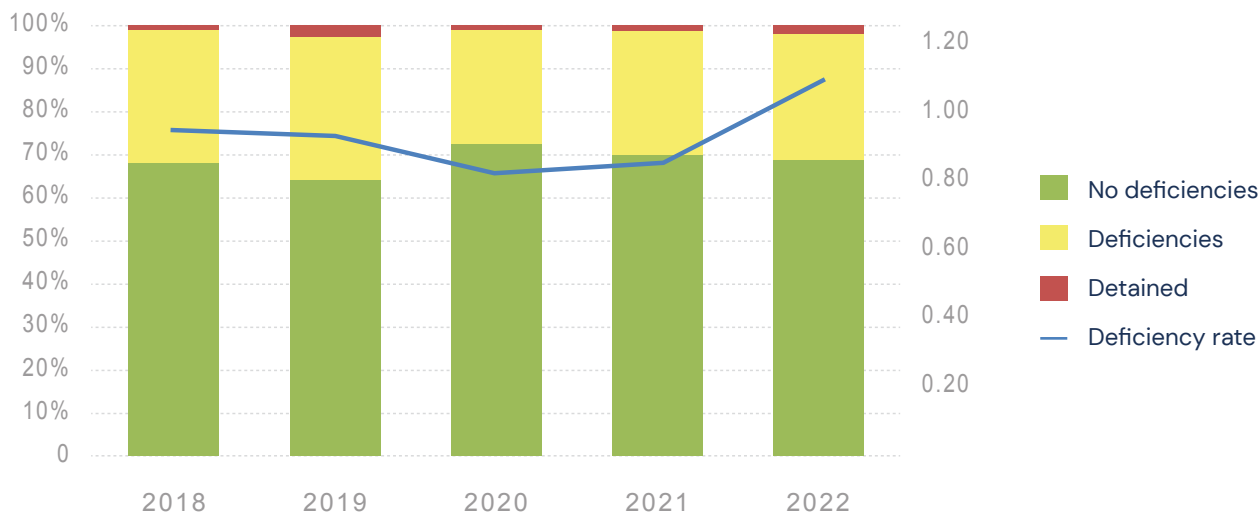
The United Kingdom Marine Accident Investigation Branch (MAIB) on behalf of the Isle of Man conducted one "Very Serious Marine Casualty" investigation in 2022:

Name of Ship	Type of Ship	Nature of Investigation
Berge Mawson	Bulk Carrier	Fatality of 3 Shoreside Stevedores following entry to enclosed space

	Passenger Ship	Oil/Chemical Tanker	Gas Carrier	Bulk Carrier	Offshore / Standby	Other Cargo Ship	Commercial Yacht	Pleasure Vessel	Total
Failure of any access equipment	0	0	0	0	0	1	0	0	1
Involving sails and associated equipment	0	0	0	0	0	0	1	0	1
moving about – no fall, no handling	0	0	0	0	0	0	1	0	1
Sudden uncontrolled release of any substance from a system or pressure vessel	0	1	0	0	14	1	1	0	17
Collision, foundering or stranding	1	1	1	1	1	3	1	0	9
Electrical short circuit or overload	0	0	0	0	0	1	0	0	1
Moving about – manual handling	0	1	0	0	0	0	0	0	1
Fire	0	0	1	0	0	0	2	0	3
Steward bitten by passenger dog	1	0	0	0	0	0	0	0	1
Involving Access to or from the ship	0	0	0	1	0	1	0	0	2
Involving mooring ropes or hawses	0	0	0	0	0	1	0	0	1
Leisure Activity on board/in sea	0	0	0	0	0	1	0	0	1
Slips or Falls (on the same level)	1	1	0	0	0	0	2	0	4
Accidental ignition of flammable material	0	0	1	0	1	0	0	0	2
Failure of any lifting device	0	0	0	0	1	0	1	0	2
Use of Tools or Equipment	0	1	0	0	1	0	0	0	2
Slips or falls (between different levels)	0	0	0	0	0	0	0	1	1
Involving lifting equipment	0	1	0	0	1	1	0	0	3
Pipe systems: explosion, collapse or bursting	0	0	0	0	2	1	0	0	3
Man Overboard	0	1	0	0	0	0	0	0	1
Maintenance – Other	0	0	0	0	0	1	0	0	1
Accidental ignition of flammable material	0	0	1	0	1	0	0	0	2
<b>Total</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>22</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>60</b>

## 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 2022, Isle of Man registered ships were subject to 384 Port State inspections around the world. The results of PSC Inspections on Isle of Man ships over the last 5 years are shown in the graph below.



The Isle of Man Ship Registry actively gathers and analyses PSC statistics concerning all vessel inspections to monitor patterns and trends. The information available allows us to take a positive role by providing an overview of the fleet performance.

Whilst we cannot control events at PSC inspections our proactive approach does nonetheless influence the awareness of owners, companies and seafarers which ultimately contributes to our performance as a Flag State.

The Isle of Man maintained White List status in the Paris MOU (European region) and Tokyo MOU

(Asia-Pacific region) for 2022. The Isle of Man also retained “Qualship21” status by the US Coast Guard for 2022.

Our overall objective is to maintain a high quality fleet that promotes the Isle of Man Flag, the vessels and crew.

### Port State Control in the Isle of Man

In 2022, Isle of Man Port State Control Officers attended 1 foreign flagged vessel for Port State inspection in Manx Waters.



# DIGITAL TRANSFORMATION - ONLINE SERVICES

## Introduction

The Isle of Man Ship Registry continuously strives to enhance the experience of our clients to maintain our status as a world-class ship registry. This year, we are excited to announce significant improvements to our online platform, "MAVIS" (Marine Administration Vessel Information System). These changes streamline processes and improve access to vital information for our clients; delivering a more efficient and user-friendly experience. There are two major upcoming enhancements to MAVIS: the online client portal and seamless online vessel registration system.

## Online Client Portal

We are developing an online portal that will allow clients to log in and access key vessel data held by the Isle of Man Ship Registry. The portal will provide clients with instant access to active certificate copies, making it easier than ever to manage their fleet.

We are not stopping there. Future updates will enable clients to view survey data and obtain a list of surveys due. This enhancement will further streamline the survey process, providing clients with essential information at their fingertips, and allowing them to plan and manage surveys more efficiently. We hope to make this available to our customers as soon as possible.

## Online Vessel Registration

The second major improvement to MAVIS is the introduction of a seamless online vessel

registration process. Our clients will soon be able to apply to register their vessels through a user-friendly portal, using a single form that intelligently gathers the necessary information based on ship type and tonnage. This streamlined approach will save clients time and effort, simplifying the registration process and ensuring that all required data is collected efficiently.

The new registration system will also provide clients with real-time updates on their application status, keeping them informed throughout the process. This level of transparency will provide clients with peace of mind, knowing that their registration is being handled professionally and efficiently by the Isle of Man Ship Registry.

## Conclusion

The upcoming changes to MAVIS are part of the Isle of Man Ship Registry's ongoing commitment to providing world-class services to our clients. By enhancing our online platform, we are ensuring that our clients can access vital information and complete essential tasks with ease. The introduction of the online client portal and seamless vessel registration process will revolutionize the way our clients interact with the registry, ultimately leading to improved efficiency and satisfaction. We are excited to see these improvements come to fruition and look forward to continuing to serve our clients with excellence.

# 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 2023

MLN 1.1	Young Persons	MLN 4.1	Medical Care Onboard Ship and Shore
MLN 1.2	Medical Certificates	MLN 4.2	Ship owner's liability
MLN 1.3	Training and Qualifications	MLN 4.3a	Health & safety policies
MLN 1.4	Recruitment and placement	MLN 4.3b	Health & safety – vibration
MLN 1.4.8	Possible problems signing on a non MLC ship	MLN 4.3c	Health & safety – noise
MLN 2.1	SEAs & Record of Sea Service	MLN 4.3d	Health & safety – chemicals
MLN 2.2	Seafarers' wages	MLN 4.3e	Reporting accidents incidents & diseases
MLN 2.3	Hours of work and hours of rest	MLN 4.4	Access to shore based welfare facilities
MLN 2.4	Entitlement to leave	MLN 5.1.3 & 5.1.4	Inspection Certificate & Definitions
MLN 2.5	Repatriation	MLN 5.1.5	On board complaint procedure
MLN 2.6	Seafarer compensation for the ship's loss or foundering	MLN 6.0	Amendments to DMLC Part II and SEA
MLN 3.1	Accommodation & recreational facilities	MLN 7.0	MLC Amendments – Financial Security
MLN 3.2	Food and catering		

## Registry Advice Notices AS AT APRIL 2023

RAN 00	Index (Rev. 4)
RAN 01	Registration of Manx Ships and Yachts under Part 1of 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 2023

Index of Manx Shipping Notices			
MSN 001	Index	MSN 052	Minimum safe manning requirements
MSN 003	Accident reporting	MSN 054	REG Yacht Code & LY3 National Annex
MSN 004	Official log book guidance	MSN 056	Carriage of Dangerous Goods
MSN 007	Magnetic compass adjustment	MSN 057	The maintenance and inspection of fire protection systems and appliances
MSN 011	Wire rope terminations for LSA	MSN 058	Construction – Fire protection fire detection and fire extinction
MSN 020	Recognised Organisations	MSN 059	Construction – Structure subdivision and stability machinery and electrical installations
MSN 022	Voyage Data Recorders	MSN 060	Storage of Oxy-Acetylene Refrigeration Gas and Nitrogen Cylinders
MSN 023	Enclosed space entry timber cargoes	MSN 061	Bridge Navigation Watch Alarm Systems (BNWAS)
MSN 024	INMARSAT Fleet 77	MSN 062	SOLAS Chapter III Life-saving appliances and arrangements
MSN 025	Tenders to Commercial Yachts	MSN 063	SOLAS Chapter V – Safety of Navigation
MSN 026	ECDIS	MSN 064	SOLAS Chapter XI-2 and the ISPS Code
MSN 029	IMO Company and Registered Owner ID number & changes to the CSR	MSN 065	Digitally Signed Electronic Certificates
MSN 031	Means of escape	MSN 066	MARPOL Annex I
MSN 032	LRIT	MSN 067	MARPOL Annex II
MSN 033	Pleasure vessel manning	MSN 068	MARPOL Annex III
MSN 037	Commercial Yachts – intact & damage stability	MSN 069	MARPOL Annex IV
MSN 042	Norsafe Lifeboat NLH 70 onload release systems	MSN 070	MARPOL Annex V
MSN 045	Use of private contracted armed security personnel	MSN 071	MARPOL Annex VI
MSN 047	Anti-fouling Systems Convention	MSN 072	MARPOL Protocol I
MSN 049	MARPOL Annex VI – Local suppliers of fuel oil	MSN 073	Load Lines Convention
MSN 050	IoM Regulations Implementing the STCW Convention	MSN 074	SOLAS VI – Carriage of Cargoes
MSN 051	Isle of Man endorsement application process	MSN 075	Yacht Survey Schemes



## Technical Advisory Notices AS AT APRIL 2023

TAN 000-16	Index
TAN 001-16	STCW Manila Amendments – Refresher Training
TAN 002-16	Ballast Water Management – Criteria for Entry into Force Not Yet Met
TAN 003-16	Kannad Marine – Safelink EPIRB Recall
TAN 004-16	Zika Virus
TAN 005-16	SOLAS Amendments – Verified Gross Mass of Containers & Recommendations for Entering Enclosed Spaces
TAN 006-16	Certificates of Competency Expiring 31 December 2016
TAN 007-16	Update on SOLAS Amendments – Verified Gross Mass of Containers & Recommendations for Entering Enclosed Spaces
TAN 008-16	Withdrawal of Industry Circulars
TAN 009-16	Fire-Fighting Protective Clothing
TAN 010-16	Ballast Water Management Convention to Enter Into Force 8th September 2017
TAN 011-16	MLC Amendments – Financial Security
TAN 012-16	Manila Amendments – New Qualifications for Deck/Engine Ratings (STCW II/5 and III/5)
TAN 001-17	Red Ensign Yacht Code & Commercial Yacht Master's Handbook
TAN 002-17	Mandatory ECDIS Software Updates
TAN 003-17	EU MRV Regulations
TAN 005-17	Ballast Water Management Convention new Regulation D-2 implementation dates
TAN 006-17	Mandatory ECDIS software updates – further information
TAN 007-17	COSMO MED and Type Approved Fire Doors – Faulty A60 AO and B15 Fire doors
TAN 001-18	Garbage Record Books
TAN 004-18	Format of Isle of Man Issued STCW Endorsements
TAN 005-18	IMO Emissions Monitoring Scheme
TAN 006-18	Acceptance of Electronic Oil Record Books
TAN 007-18	Isle of Man Issued Certificates – Change of Appearance
TAN 008-18	Ammonium Nitrate Based Fertiliser – Thermal Decomposition
TAN 001-19	Official Log Books List of Crew & GMDSS Log Books – Update
TAN 002-19	STCW Endorsements – Phasing Out of Post & Email Applications
TAN 003-19	Record of Sea Service Replacing Discharge Books
TAN 004-19	EU Ship Recycling Regulations
TAN 005-19	Sulphur Cap

<b>TAN 006-19</b>	<b>New LSA Maintenance Requirements – IMO Res. MSC.402(96)</b>
TAN 007-19	Cargo Hazards – Appreciate Them!
TAN 008-19	Enclosed Space Recent Incident
TAN 009-19	Lifeboat & Rescue Boat Drill decline by Port Authority
TAN 010-19	EGCS – Approval Process and Guidance in Case of Failure
TAN 002-20	COVID-19 – Advice to Ship Operators (Rev. 7)
TAN 003-20	Digital CSRs
TAN 004-20	2018 MLC Amendments
TAN 005-20	Inventory of Hazardous Materials – Asbestos
TAN 006-20	Mobile Devices and Other Distractions in The Workplace
TAN 007-20	Maritime Cyber Risk Management
TAN 008-20	Electronic MARPOL Record Books
TAN 001-21	Application of OSV Chemical Code – Transitional Period
TAN 002-21	DNV-GL Name Change to DNV
TAN 003-21	Changes to Medical Stores
TAN 004-21	EEXI & CII
TAN 005-21	MARPOL Designated Sampling Points
TAN 006-21	UK MRV Reporting Requirements
TAN 007-21	Maximum Permissible Rate of Discharge of Untreated Sewage
TAN 001-22	Commissioning Tests for Ballast Water Management Systems (BWMS)
TAN 002-22	Guidance for Ship Owners Following the Invasion of Ukraine
TAN 003-22	Annual Fee Discounts for Vessels Using Green Technology
TAN 004-22	JRC Navigation & Communication Equipment Rollover
TAN 005-22	OFCOM EMF Compliance Checks
TAN 006-22	Independent Lab Testing For Sulphur Content of Bunkers
TAN 007-22	Delegations for EEXI and CII SEEMP Part III
TAN 008-22	NOx Compliance for Ships Using Biofuel & Biofuel Blends
TAN 009-22	Ballast Water Treatment Systems – Contingency Measures
TAN 010-22	Safe Use of Drones at Sea
TAN 001-23	Shaft Power Limitations for EEXI Limitations

# 2022 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:



"I'm very impressed on how efficient Isle of Man are."



"We have had a long successful working relationship with IOMSR and will continue to do so."



"I thank you most sincerely for the unaccountable time and effort that you and your team have done to assist me with resolving my concerns about my release. I never expected to have the result that I have received and it has proven once again that the governing bodies of international shipping classification societies look out for the wellbeing of all seafarers that man the vessels that keep our industry sailing."



"The Surveyor was very professional and carried out the audit in a fast and effective manner that enabled him to check on almost all aspects without affecting shipboard operations."



"That was quick!  
Excellent service as always from the IOM SR!"



"Remote Annual General Inspection conducted thoroughly and very satisfactory according to the highest standard from the Flag/Inspector for the best interest of the vessel."



"As always your swift and full explanation is much appreciated."





"I would like to on behalf of both myself and the rest of the team like to say thanks for the many years of excellent good cooperation. We have always appreciated your good and very proactive approach to flag administration and it has be a very great pleasure to have experienced your great dedication to assist and guide."



"I'm pleased we could provide useful feedback, and it's reassuring that lines of communication are effective."



"In 30 years at sea I have to say the IOMSR are no pushovers – but all in all the best I've worked with"



"The remote inspection was comprehensive and went well with communications."



"I would like to thank you very much for all of your assistance. It has been an absolute pleasure working with you. Throughout the whole process you have been very professional and efficient."



"Still less than a day turnaround from when requested which is exceptional service!!!"



"All items were checked in a professional manner. Very competent and polite inspection, very good co-operation has been provided."



"I am overly happy with the response and I want to thank you for helping me in this matter. It's a huge weight off my mind and I really appreciate the work you have put in."



"I'm officially impressed with the speed of processing request. Much appreciated."



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Isle of Man  
Ship Registry

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ISO14001:2015 Environmental Standard  
and the Investor in People Silver Standard



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