

ISLE OF MAN SHIP REGISTRY

ANNUAL REPORT 2018



SERVING THE INTERNATIONAL MARITIME INDUSTRY FOR OVER 30 YEARS



"The Isle of Man is a modern ship registry with a strong emphasis on quality, high standards and efficient service, aimed at providing a first class service for today's discerning owner"

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FOREWORD

FROM LAURENCE SKELLY MHK
MINISTER FOR DEPARTMENT FOR ENTERPRISE

This has been another great year for the Ship Registry team and I am delighted to be able to endorse this annual report. The Ship Registry is a key part of my portfolio in the Department for Enterprise. It provides the focal point for the Island's maritime sector activity which the Department is keen to grow.

This year 'Isle of Man Maritime' was officially formed as a maritime cluster organisation and is supported by the Department to further develop the sector and help grow the Flag. In combination with the World's Best Shipping Registry, this provides a very strong message to promote our Island as a centre of excellence for Maritime.

The team has once again delivered an excellent year. Its move in leading the industry on digitisation and on-line services blazes a trail for other regulators on the Island and has been very well received by the industry. This takes vision

and commitment to change and the team at the Registry are committed to change which drives efficiency and provides a better experience for their valued clients.

With mid-year figures at a new high of 18 million tons and awards such as the World Commerce Review Award for Best Shipping Registry it makes me very proud to be involved and to support the Ship Registry.

Let me finish by thanking the team for their endeavours and you the clients for your continued support.



INTRODUCTION

FROM DICK WELSH
IOM SHIP REGISTRY DIRECTOR

As we turn the calendar and head into 2019, this is a bitter-sweet time for me. 2019 is my retirement year and therefore this is my last annual report; but I am delighted with all that we have achieved as a team in 2018, and all the years which went before it.

Following my retirement, Cameron Mitchell steps up to take over as Director and he will continue to develop and drive the success the registry and its relationships with our valued clients.

We start 2019 as the Best Shipping Register in the world, awarded by World Commerce Review, and there can be no better way to start the year. It is an accolade which rewards a dedicated team of professionals who consistently go the extra mile to provide excellent service to our clients and regulate a fleet which is recognised for its quality by the world's leading Port State Control regions. What a way to bow out!

2018 has been the year of digitisation. The industry sees the future without paper certificates and the need to courier them around the globe and we share that vision. Our clients wanted to

move quickly to digital certificates and we have been leading the way by developing our own systems. We have provided an on-line finance package and full digital certificates with secure electronic signatures.

We have also been able to fine tune our fees package and flag state inspection regimes to provide the very best value for money as we strive for full compliance with the IMO Instruments Implementation Code (IIC Code). A Code which will see Flag States undergoing mandatory audits for compliance with the Flag State, Port State and Coastal State requirements of the international maritime conventions.

All in all a very busy year with the best team of professionals anyone could hope to lead.

Thank you to everybody for your support over the years.



POLICY & LEGISLATION UPDATE 2018

III CODE

The main focus at the Isle of Man Ship Registry in 2018 has been preparing for the IMO's Instruments Implementation Code (III Code).

WHAT IS THE III CODE?

The good news for shipowners and seafarers is this isn't a new Code that will require additional work, expense or changes to life on board. The Code does however directly apply to the Isle of Man and in particular the Ship Registry and the local Port Authority. The III Code has been developed by IMO in order to ensure that Flag Administrations give effect to the IMO Conventions, for example SOLAS, MARPOL, STCW and Load Line. In order to check compliance a team of IMO inspectors will audit Flag States and publish the results of their audits. In 2010 we had a voluntary audit; this was a positive experience which paved the way for how we operate today. However because changes and new requirements are continuously happening in the shipping industry, we have to change and adapt the way we operate to stay ahead.

In order to ensure that we are complying with the III Code a project team has been put in place which is operating across Government Departments. This includes Flag State, Coastal State and Port State responsibilities. We are also working with the Red Ensign Group in order to share our knowledge and experience.

The first stage of the project has involved carrying out a gap analysis which has now been completed. As expected, we are in a strong position and we have used information from the gap analysis to put a plan in place. This includes continuing to update our maritime legislation and reviewing and evaluating our maritime strategy and procedures.

We have already made good progress and during 2018 we have continued to update our maritime legislation and associated MSNs. During this period our latest SOLAS V Safety of Navigation Regulations and ISPS Regulations entered into force. The project team have also used this as an opportunity to evaluate current procedures and we held a marine pollution workshop with various Government Departments in order to evaluate the effectiveness of our oil pollution contingency plan. We are also in the process of updating the IOM's hydrography plan for Manx territorial waters. There are many other areas which we are working on such as additional casualty investigation training for IOM surveyors and putting in place an over-sight regime for monitoring the Recognised Organisations that work on behalf of the IoM. The project is helping to bring different Government Departments together to work on a common project and has been a great way to evaluate how we operate.

RED ENSIGN GROUP YACHT CODE

During 2018 the Isle of Man prepared new Regulations for the introduction of the Red Ensign Group Yacht Code.

This Code will apply in its entirety to new commercial yachts (constructed on or after the 1st January 2019) and certain sections will apply to existing commercial yachts, although these vessels may continue to be surveyed in accordance with the Code they were constructed under.

The new Code (and the IoM's associated Regulations) entered into force on 1st January 2019 and to accompany the Regulations MSN 054 has been published. This Code replaces previous UK Large Yacht Codes and is re-branded to demonstrate the strength of the British Red Ensign registers in the registration and regulation of large yachts.

DISCHARGE BOOKS, OFFICIAL LOG BOOKS, LIST OF CREW AND GMDSS LOG BOOKS

Although the concept of a seafarer's discharge book should be straight-forward, because they are based around existing pre-MLC legislation they create a series of regular questions namely:

- What is the purpose of a seafarer's discharge book?
- Is it a seafarer's ID book?
- Can it be used by non-seafarers? and
- Do all seafarers require a Manx discharge book?

With the introduction of MLC the only requirement is that all seafarers are required to be issued with a record of their sea-service. This can be in the form of a seafarer's discharge book (but doesn't have to be). In order to fulfil this requirement and to make the process easier, in 2018 we consulted on removing the requirement for seafarer's discharge books and we would then issue a new 'Seafarer's Record of Sea-service booklet' instead. We have received a positive response to the consultation and we intend to have the new booklet ready in April 2019.

Another area that has been ready for change for several years is the legal requirement to return Official Log Books, List of Crew and GMDSS Log Books to the Ship Registry every year. This requirement originated long before the introduction of electronic communication. Therefore, we have amended our Regulations and these documents now have to be retained on the ship for 3 years and do not require to be returned to the Ship Registry. This will save time on board (and remove the occasional deficiency from flag State inspections!). Further information is available in TAN 010-18

STAYING INFORMED

The Isle of Man Ship Registry publishes a range of documents which provide up to date information which is useful to masters, owners or operators of Isle of Man registered vessels or those seeking to register vessels in the Isle of Man for the first time. Covering a wide range of topics the following notices and circulars can easily be accessed via the Ship Registry website.



MARITIME LABOUR NOTICES (AS AT APRIL 2019)

MLN 001	INDEX
MLN 1.1	Young Persons
MLN 1.2	Medical Certificates
MLN 1.3	Training and Qualifications
MLN 1.4	Recruitment and placement
MLN 1.4.8	Possible Problems Signing on a Non MLC Ship
MLN 2.1	Seafarers Employment Agreements
MLN 2.2	Seafarer's Wages
MLN 2.3	Hours of Work and Hours of Rest
MLN 2.4	Entitlement to Leave
MLN 2.5	Repatriation
MLN 2.6	Seafarers compensation for the Ships Loss or Foundering
MLN 3.1	Accommodation & Recreational Facilities
MLN 3.2	Food and Catering
MLN 4.1	Medical Care on board Ship and Ashore
MLN 4.2	Shipowners Liability
MLN 4.3a	Health & Safety Policies
MLN 4.3b	Health & Safety - Vibration
MLN 4.3c	Health & Safety - Noise
MLN 4.3d	Health & Safety - Chemicals
MLN 4.3e	Reporting Accidents, Incidents & Diseases
MLN 4.4	Access to Shore Based Welfare Facilities
MLN 5.1.3&5.1.4	Certification, Inspection and Enforcement
MLN 5.1.5	On board Complaint Procedures
MLN 6.0	Amendments to DMLC Part II and SEA
MLN 7.0	MLC Amendments – Financial Security

REGISTRY ADVICE NOTICES (AS AT APRIL 2019)

RAN 00	INDEX
RAN 01	Registration of Manx Ships and Yachts under Part 1 (The Main Register)
RAN 02	Persons qualified to own a Manx Ship
RAN 03	Certificates of Survey and Tonnage Measurement of Pleasure Yachts <24m
RAN 04	The Merchant Shipping (Tonnage) Regulations 1998
RAN 05	Ownership of Manx Ships by Limited Partnership
RAN 06	Demise Charter Registration of Ships in the Isle of Man
RAN 08	Exemption of Pleasure Craft Registered under the 'Small Ships Register'
RAN 09	Small Ships Register
RAN 10	Registration of Fishing Vessels in the Isle of Man
RAN 11	Issue of British Seamans' Cards and Discharge Books
RAN 14	Civil Liability for Oil Pollution
RAN 15	Representative Persons

MANX SHIPPING NOTICES (AS AT APRIL 2019)

MSN 001	INDEX OF MANX SHIPPING NOTICES		
MSN 003	Accident Reporting	MSN 043	Revised MARPOL Annex V
MSN 004	Official Log Book Guidance	MSN 044	IBC Ch.18.2 Guidance
		MSN 045	Use of Private Contracted Armed Security Personnel
MSN 007	Magnetic Compass Adjustment	MSN 046	STCW Convention regulation VI/6 Security Training
MSN 011	LSA -Wire Rope Terminations	MSN 047	Anti-fouling Systems Convention
MSN 020	Recognised Organisations	MSN 049	MARPOL Annex VI - Local Suppliers of Fuel Oil
MSN 022	Voyage Data Recorders – Recovery of Data	MSN 050	Isle of Man Regulations implementing the STCW Manila Amendments
MSN 023	Enclosed Space Entry, Timber Cargoes	MSN 051	Isle of Man Endorsement Application Process
MSN 024	INMARSAT Fleet77	MSN 052	Minimum Safe Manning Requirements
MSN 025	Tenders to Commercial Yachts	MSN 054	Isle of Man LY3 National Annex
MSN 026	ECDIS	MSN 055	Nairobi International Convention on the Removal of Wrecks
MSN 029	IMO Unique Company and Registered Owner ID Number & Changes to the CSR	MSN 056	Carriage of Dangerous Goods & Harmful Substances
MSN 031	Means of Escape	MSN 057	Maintenance and inspection of fire protection systems and appliances
MSN 032	Long Range Identification and Tracking of Ships – Important information	MSN 058	Construction - Fire protection, fire detection and fire extinction
MSN 033	Pleasure Vessel Manning	MSN 059	Construction - Structure, subdivision and stability, machinery and electrical installations
MSN 035	MARPOL Annex VI Records	MSN 060	Storage of Oxy-Acetylene, Refrigeration Gas and Nitrogen Cylinders
MSN 036	MARPOL Annex I and Changes to the Oil Record Book Parts I & II	MSN 061	Bridge Navigation Watch Alarm Systems (BNWAS)
MSN 037	Commercial Yachts – Intact & Damage Stability	MSN 062	SOLAS Chapter III Life-saving appliances and arrangements
MSN 038	MARPOL Annex VI	MSN 063	SOLAS Chapter V – Safety of Navigation
MSN 041	MARPOL Annex IV	MSN 064	SOLAS Chapter XI-2 and the ISPS Code
MSN 042	Norsafe Lifeboat NLH 70 onload release systems		

TECHNICAL ADVISORY NOTICES (AS AT APRIL 2019)

000-16	INDEX
001-16	STCW Manila Amendments – Refresher Training
002-16	Ballast Water Management – Criteria for Entry into Force Not Yet Met
003-16	Kannad Marine – Safelink EPIRB Recall
004-16	Zika Virus
005-16	SOLAS Amendments-Verified Gross Mass of Containers & Recommendations for Entering Enclosed Spaces
006-16	Certificates of Competency Expiring 31st December 2016
007-16	Update on SOLAS Amendments- Verified Gross Mass of Containers & Recommendations for Entering Enclosed Spaces
008-16	Withdrawal of Industry Circulars
009-16	Fire-Fighting Protective Clothing
010-16	Ballast Water Management Convention to Enter into Force 8th September 2017
011-16	MLC Amendments – Financial Security
012-16	Manila Amendments – New Qualifications for Deck/Engine Ratings (STCW II/5 and III/5)
001-17	Red Ensign Yacht Code & Commercial Yacht Master's Handbook
002-17	Mandatory ECDIS Software Updates
003-17	EU MRV Regulations
005-17	Ballast Water Management Convention new Regulations D-2 Implementation Dates
006-17	Mandatory ECDIS Software Updates – Further Information
007-17	COSMO MED and Type Approved Fire Doors – Faulty A60, A0 and B15 Fire Doors
001-18	Garbage Record Books
002-18	Isle of Man Endorsement Applications - Medical Certificates No Longer Required
003-18	Online Finance System
004-18	Format of Isle of Man issued STCW Endorsements
005-18	IMO Emissions Monitoring Scheme
006-18	Acceptance of Electronic Oil Record Books
007-18	Isle of Man Issued Certificates – Change of Appearance
008-18	Ammonium Nitrate Based Fertiliser – Thermal Decomposition
009-18	Digitally Signed SEAs
001-19	Official Log Books, List of Crew & GMDSS Log Books – Update
002-19	STCW Endorsements – Phasing out of post and e-mail applications

IOM GENERAL INSPECTIONS – 2 YEARS ON

On 1st April 2017 we took the decision to delegate the ISM/ISPS /MLC functions to Recognised Organisations (Class Societies) while we retained the SSP approvals and DMLC Part II approvals only.

This was to allow us to concentrate on carrying out thorough general inspections on board IOM registered vessels. Previously these general inspections were carried out as part of the audits. Releasing us from ISM/ISPS/MLC has allowed more time for inspection and the opportunity to deliver quality and meaningful reports on vessels attended. It also allows operators to plan attendances in a suitable port without the statutory windows imposed by certificate dates. In 2018 we carried out 163 general inspections all over the world.

So what have we learned in the last 2 years?

THE RULES ARE VERY SIMPLE.

Rule 1 - 2 attendances within a 5 year period.

Rule 2- No more than 36 months between inspections.

Ship managers are used to other Flags carrying out annual inspections. There is no convention requirement for annual inspections which is why we work on 2 visits in a 5 year period. The 36 month rule ensures that both inspections are not carried out in the same year by spreading inspections evenly over a 5 year period.

LOCATION OF THE INSPECTION

The idea of freeing companies from the shackles of certificate windows allows the managers more scope to look for suitable ports for us to attend. Ideally these should be ports where no other inspections are being carried out, (which we understand that in these highly regulated times can be harder to find).

PLANNING

Now that there is such a large window for the vessel to be attended forward planning can be adopted. For example, if you know the vessel is likely to be operating in a certain area for the next few months, let us know and we will appoint somebody to attend in a mutually convenient port where no other inspections are being carried out. However its important that you advise us in good time so we can make the necessary arrangements.

COST OF THE INSPECTION

Unless this is an Initial General Inspection (which is not part of the General Inspection Scheme) it does not matter where the General Inspection is carried out. The cost is covered in the consolidated annual fee. If the vessel is in Tahiti we will see it. Conversely if the vessel is in the UK we will see it and there will

be no additional charge for either location, which some operators still think is too good to be true! But it is true, and we have carefully based our cost calculations on previous experience and knowledge of where the vessels normally operate.

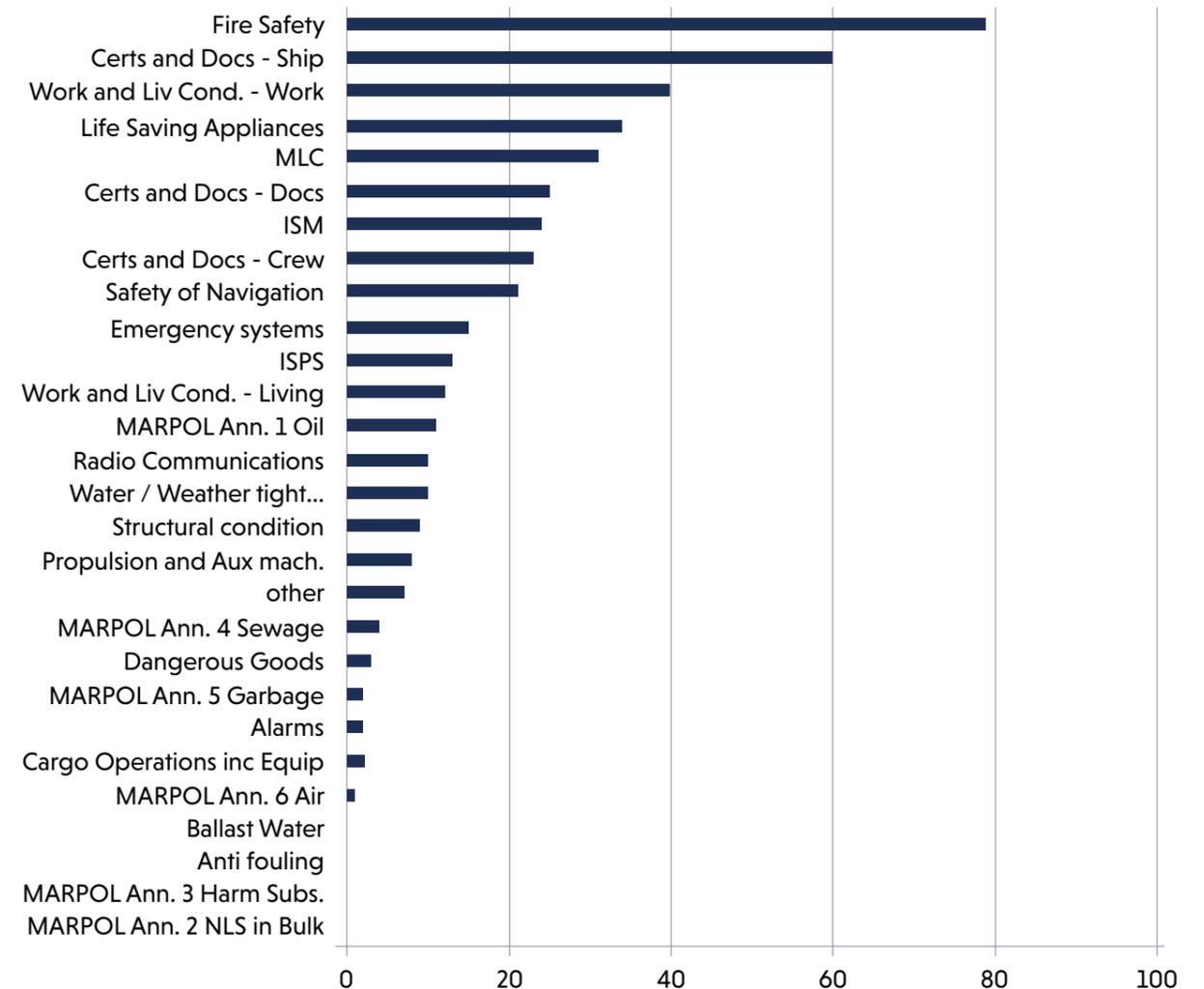
real value to the managers. To date we have had no feedback on the report but if managers do have other ideas on how this can be improved please do not hesitate to contact us.

WHAT ARE WE FINDING?

Below is a table of all the deficiencies raised by IOM surveyors during general inspections on board IOM vessels in 2018 and you will see that fire safety issues were the most widely reported deficiencies and this aligns with what we are seeing with PSC inspections across the fleet.

THE REPORT

We designed this to be clear and simple to read so it can be viewed as a "health check" report for the vessel and how it is maintained and operated. We believe that format provides



ISLE OF MAN MARITIME - A CLUSTER ORGANISATION WITH A DIFFERENCE

Isle of Man Maritime ('IOMM') was formed in 2018 by its three Directors, Russ Kent, Lars Ugland and Mark Robertshaw, who believed that the Island's maritime sector was best served by creating a wider cluster organisation of its existing parties. The main pillars underpinning the new IOMM cluster are the former Isle of Man Shipping Association, the Isle of Man SuperYacht Forum, the Isle of Man Maritime Group and the Isle of Man Government.

This unique private/public partnership, although still in its infancy, is already starting to bear fruit with groups of like-minded members coming together, to work on prestige events off-island including London International Shipping Week and the Monaco Yacht Show, both taking place this September. IOMM also places focus on educational events for its members, locally and in the UK, and already has a packed itinerary of events for 2019... 16 and still counting!

Events so far have included Maritime Cyber Security, EU Substance Requirements, Natural Gas Exploration as well as a presentation which General Manager, John Garland gave with Dick Welsh, Director of the Isle of Man Ship Registry, to friends at Wirral based Mersey Maritime, during their first 'Face 2 Face' event of 2019. As has already become evident, diversity is one of IOMM's strengths!

However, IOMM is not just an events organisation. It is currently in the process of establishing various sub-committees to focus on a number of key objectives including: how best to provide strategic guidance on the Island's many beautiful harbours, legislative changes within the EU and, of course, it wouldn't be 2019 if the challenges of Brexit weren't firmly on their radar. These are just some of the challenges IOMM aims to meet head on over the coming months/years but with IOMM's collaborative approach combined with its members' global reach it sees real, positive opportunities on the horizon.



John Garland General Manager Isle of Man Maritime

STRENGTH IN DIVERSITY!

IOMM is a diverse group of around 70 businesses, all with a core objective in common - growing and promoting the Island's maritime sector. Its diverse membership ranges from traditional shipping companies to yacht managers and pretty much everything in between!

For General Manager, John Garland, this diversity makes for an adventure every working day: "Engaging with our members is education in itself for me. In the morning I can be discussing our 'Dare to be Different' philosophy and ideas for this year's event at London International Shipping Week... (Watch this space!) ...then in the afternoon I can be helping a new maritime tech start-up, providing introductions to the relevant Government support teams.

"I can also call on our member firms for assistance with complex scenarios, technical queries or introductions to their global contacts if ever needed."



This close engagement works equally as well member to member, with our events on and off island allowing for those members to spend time in understanding how they can work together in the future."

SO, WHAT ABOUT THE FUTURE?

The Island's maritime sector faces similar challenges to many other key sectors. Employers continue to experience difficulty in finding the right employees, and attracting suitably skilled workers to move to the Island and then work through the immigration and work permit system can take time.

However, John Garland's view remains one of optimism: "We have an Island of very low unemployment, with over 30 years of sustainable and consistent growth and that is home to an accessible Government who want, and do, engage with us regularly. This makes the daily challenges of our members that little bit easier and it is my job as the day-to-day manager of the cluster, to keep that engagement moving forward.

"I do also see the Island's focus on Finance and Technology affording the maritime sector new opportunities. Many of the smaller businesses I have engaged with to date have a keen eye on 'MariTech', i.e. providing a range of technology services specifically designed for the global maritime market place. This is an exciting development for our sector, and potentially the Island as a whole, but all credit goes to those local entrepreneurs who spot the opportunity and create their own luck. I am always here to help them.

"Lastly, I must mention and thank the core group with whom I engage on a day to day basis. Having the experience of Lars Ugland, Dick Welsh, Cameron Mitchell and his team; together with the passion and drive of Lesley-Anne Walker and our newly appointed Chairman, Russ Kent; as well as the creative flair and support of members like Cathy Lane and Bruce McGregor (to name but a few); makes me very fortunate in that I manage a cluster organisation with a difference. They all make my job much easier than it should be - just don't tell them I said it!"

Company Number 132034C, Bay House, Bay View Road, Port St Mary, Isle of Man IM9 5AQ

Directors: R Kent, M Robertshaw, L Ugland

www.maritime.im

2018 HIGHLIGHTS

WINNERS!!

In September the Isle of Man Ship Registry was awarded 'Best Shipping Registry 2019' by World Commerce Review. The award celebrates achievement, innovation and excellence across several fields of endeavour.

THE JUDGES SAID:

'For their continued diligence and excellence in this field, World Commerce Review is proud to award the Isle of Man Ship Registry 'Best Shipping Registry 2019.'

'The panel observed the commitment to detail and customer-care provided by the Isle of Man Ship Registry and were impressed with the skill, knowledge and awareness provided.'



PORT STATE CONTROL PERFORMANCE

The Isle of Man has climbed two places in the latest Paris MOU White List which has been compiled based upon Port State Control inspections that took place in the 2017/2018 recording period. The Isle of Man climbed from 11th to 9th place, indicating a successful year for IOMSR, in line with our long term objective of maintaining a position in the top third of the Paris MOU White List.

We are also proud to have received the certificate from the US Coast Guard renewing its recognition of the Isle of Man on the USCG Qualship 21 Scheme, recognising quality shipping in the 21 Century.

IOMSR were pleased to be awarded a full set of green marks (positive indicators) by the International Chamber of Shipping - one of only 16 out of 117 flag states to achieve this level of quality and compliance.



ISO 9001 & 14001 CERTIFICATES RENEWED

The Isle of Man Ship Registry has been certificated to the latest version international standards of ISO 9001 (Quality Management Systems) and ISO 14001 (Environmental Management Systems) making the Isle of Man one of the only Flag States to have received both standards.

Minister for Enterprise, Laurence Skelly MHK presented the certificates to Director of the Isle of Man Ship Registry, Dick Welsh and the Isle of Man Ship Registry Quality Manager, Ray Ferguson



MONACO YACHT SHOW

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

The team who were kept busy as clients and Captains stopped by the stand for advice or simply to catch up with a friendly chat.



The Registry team attending this year's show (pictured above) were; Deputy Director Cameron Mitchell, Principal Surveyor Angus Lamming, Senior Surveyor Carlo Vinelli and Registrar Sarah Lisy.

CHARITY GOLF DAY 2018

The Isle of Man Ship Registry's 10th Annual Charity Golf day was held on 31st August and raised over £2,000 for the King George V Fund for Sailors.

1st place went to Team Rowany.

The Ship Registry wishes to thank all who took part, and the following organisations for their generous sponsorship:

- Thomas Miller Ltd
- Equiom Trust Company Ltd
- Shoprite (Isle of Man) Limited
- Manx Ocean Group
- PriceWaterhouseCoopers LLC
- Knox House Group
- Bureau Veritas
- Dohle Corporate & Trust Services
- Isle of Man Steam Packet Company
- Elaborate Communications



HAPPY RETIREMENT TO 'MR B'

Senior Surveyor and PSC co-ordinator Mark Bregazzi said farewell to his colleagues in the Ship Registry and his many, many acquaintances and contacts throughout the shipping industry when he set sail on the



good ship 'Happy Retirement' in April. One of our longest serving surveyors Mark was always willing to assist and help and was instrumental in ensuring that our vessels were not unfairly treated by PSC. He leaves us to pursue his love of walking and bird watching in the Manx countryside.

REPORTED CASUALTIES, ACCIDENTS, INCIDENTS, INJURIES & DEATHS ON ISLE OF MAN REGISTERED SHIPS IN 2018

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

The following table represents what was reported to IOMSR in 2018.

	Total	Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Offshore / Standby	Other Cargo Ship	Commercial Yacht	Pleasure Vessel	Fishing Vessel	Cases involving minor injury:	Cases involving serious injury:	Cases involving death:
Casualty cases:	21	0	8	0	1	4	1	4	2	0	1			
Accident cases:	16	3	3	0	1	0	5	1	3	0	0			
Incident cases:	39	2	6	0	5	6	1	4	15	0	0			
Total cases:	76	5	17	0	7	10	7	9	20	0	1			
The above casualties, accidents and incidents were classified into the following occurrences:														
Collision/Allision - significant damage, foundering, stranding	5		2					2	1					
Collision/Allision, touch sea bottom - no/minor damage	12	1	1		3	1	1	2	3					
Fire	6	1	1						3		1			
Sudden uncontrolled release of any substance from a system	10	2	2				5	1				1		
Accidental ignition of flammable material	3				1	1			1				1	
Failure of any lifting device	2		1						1					
Slips or falls (same level)	6		3			1		1	1			2	4	
Slips or falls (different levels)	3		1						2			3		
Involving mooring ropes or hawses	1					1								
Involving lifting equipment	3				1		1		1			1	2	
Exposure to hazardous or toxic substances	1					1						1		
Closing doors or hatches	1							1					1	
Moving about - no fall, no handling	4		2					1	1			2	2	
Moving about - manual handling	1					1							1	
Maintenance - machinery	4		3		1							2	2	
Maintenance - other	4		1			1		1	1			3		
Navigation - COLREG infringement	1								1					
Navigation - machinery/equipment failure	5	1			1	2			1					
Navigation - other	2					1			1					
Galley operations	1								1			1		
Leisure activity on board/sea	1								1			1		
Cases involving minor injury:			4		1	2		3	7			17		
Cases involving serious injury:			6		1	3	1	2					13	
Cases involving death:														0

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

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

Contractors	Total	Seafarers	Passengers/ yacht guests	Visitors/
Number of deaths on board:	0	0	0	0
Number of people with serious injuries:	14	13	0	1
Number of people with minor injuries:	17	15	2	0

INVESTIGATIONS BY IOMSR IN 2018

In 2018 the Isle of Man Ship Registry attended three Isle of Man registered ships to conduct a Safety Investigation concerning the following:

Type of Ship	Nature of Investigation
Commercial yacht	Grounding
Fishing vessel	Fire
Passenger ship	Oil spill
Number of people with minor injuries:	17

INVESTIGATIONS BY EXTERNAL INVESTIGATION BODIES ON ISLE OF MAN VESSELS IN 2018

- None.

INVESTIGATION REPORTS PUBLISHED IN 2018 WERE AS FOLLOWS:-

Ship	Type of Ship	Nature of Investigation
Cheshire	Bulk carrier	Ammonium Nitrate Fertiliser Cargo Decomposition (2017)
BW Maple	Gas carrier	Collision (2017)
Endeavour and Our lads	Fishing vessels	Dangerous Manoeuvring (2017)

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

www.iomshipregistry.com/forms-reports/casualty-reports/

For more information please refer to the 2018 Summary Report of Casualties, Accidents and Incidents on Isle of Man Registered Vessels which is available on the website.

www.iomshipregistry.com/forms-reports/casualty-reports/

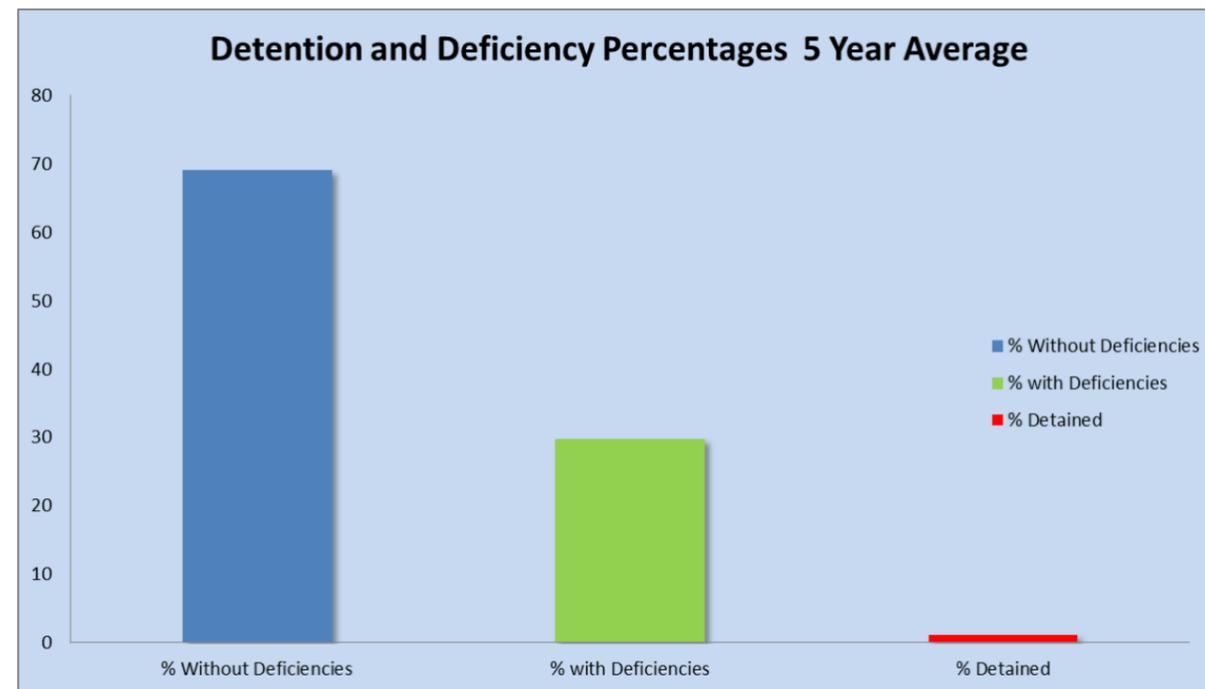
PORT STATE CONTROL - PERFORMANCE

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

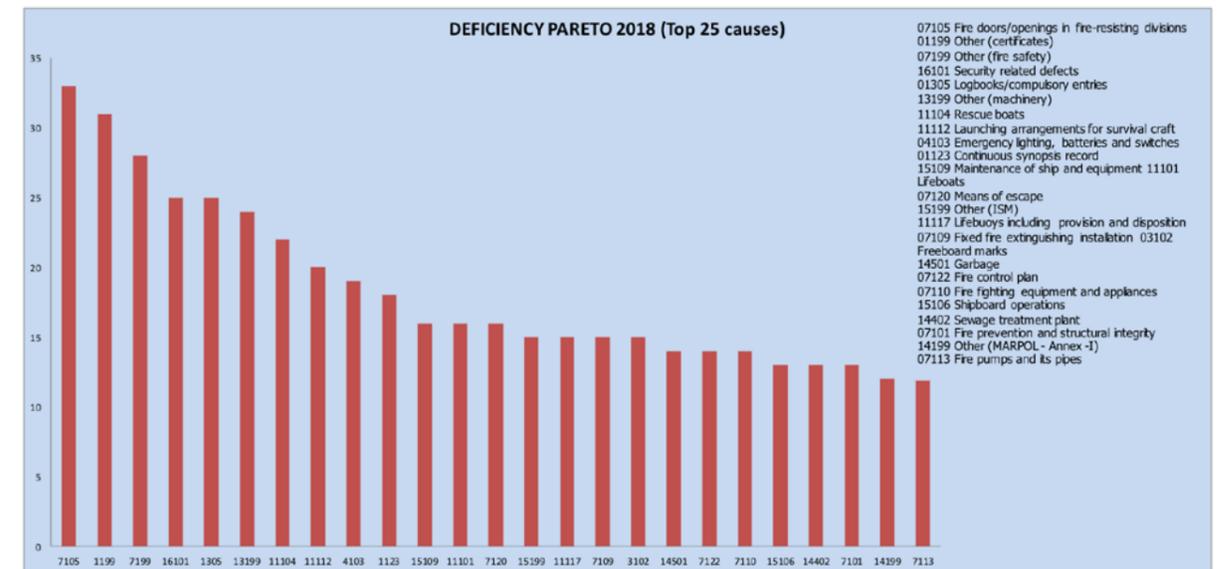
It is a means of enforcing compliance in cases where the owner and Flag State have failed in their responsibility to implement or ensure compliance. Thus the aim is the elimination of "sub-standard" ships. The Port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port state's defence against visiting substandard shipping.

Isle of Man vessels visited around 350 ports during the year and were subjected to 692 inspections overall. Less than a third of vessel inspections resulted in reported deficiencies.

There were a total of 9 detentions during 2018 of which 3 detentions were recorded in the Tokyo MoU Region, 2 in the Paris MoU Region, 2 in the Mediterranean MOU Region and 1 each in the USCG and Latin America Regions.



The most common related deficiencies by code numbers raised by inspectors during 2018 are shown in the graph below.



ISLE OF MAN OFFICER ENDORSEMENTS

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

Client use of our online service system at <https://mavis.iomshipregistry.com/formlogin.mth> has led to quicker processing times with 50% of applications being sent out in just 24hrs and 86% of all applications being turned around within 5 days from receipt. With that speed of turnaround its little wonder that our STCW Administration Officers, Belinda and Sarah, receive high praise from their clients.

Handling over 3000 applications annually, the swift administration of the endorsement process relies on the quality and clarity of the information received and the on-line system enables the

documentation checks to be carried out with minimum of effort and in a lot shorter time.

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 and request STCW verification. (Telephone availability restricted to UK office hours 08:30 – 17:00 Monday to Friday).

From 1st May 2019, all STCW endorsement applications must be submitted via our online system. After this date, any applications received by post or email will be returned with a request to resubmit as an online application.



REGISTRY UPDATE

Yet another busy year for the registry team which saw, on average, 9 new registrations per month resulting in a 2.2% tonnage growth in our merchant fleet. With the global fleet GRT in 2018 growing overall by just 2.7% due to slow market conditions we nonetheless had a very comparable share of world tonnage coming onto the register.

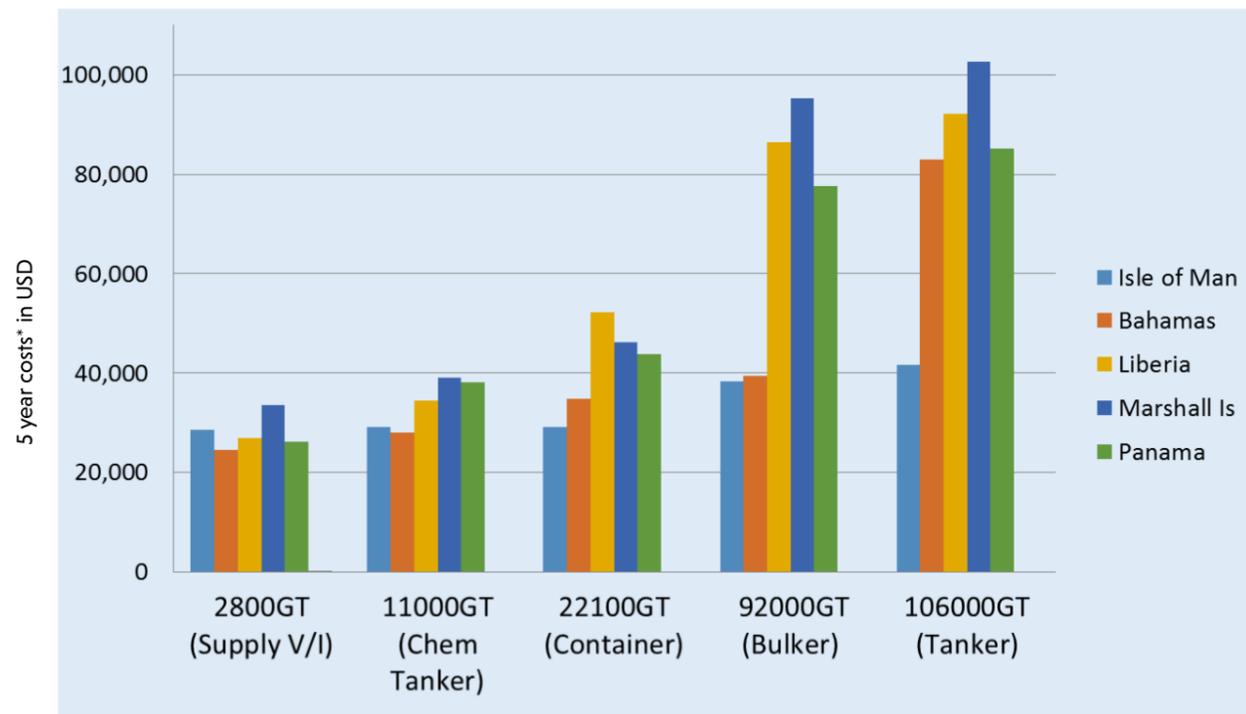
We were recorded on Clarkson Research Services 'World Fleet Monitor' as the 14th largest fleet in the world (based on GRT) and the 3rd youngest among the top thirty flag states with an average vessel age of 9.8 years.

The registry continues to attract a wide range of vessel types from private pleasure yachts to specialist merchant ships. As well as their registration duties the registrars deal with the issuing of Continuous Synopsis Records, Insurance Liability Certificates and Bunker Certificates. All in all over 2750 separate tasks were logged and actioned by the team during the year.

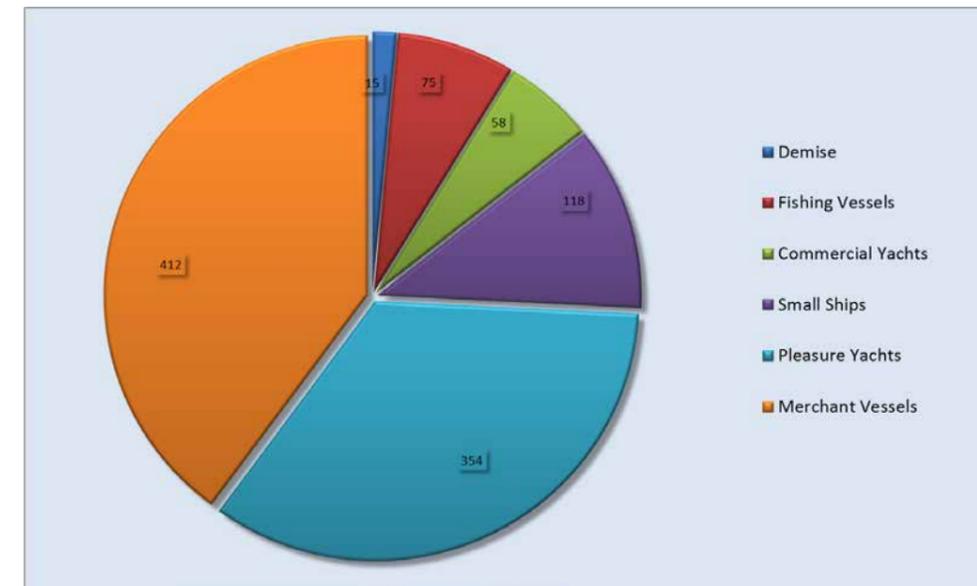
We welcomed new registrars Hazel, Siobhan and Tiegan into the team, who together with Muriel and Denise are delivering a first class service to Ship Registry clients.

Sarah has been promoted to Client Relations and Registration Manager and has been working hard building up our relationships with existing and new shipping organisations.

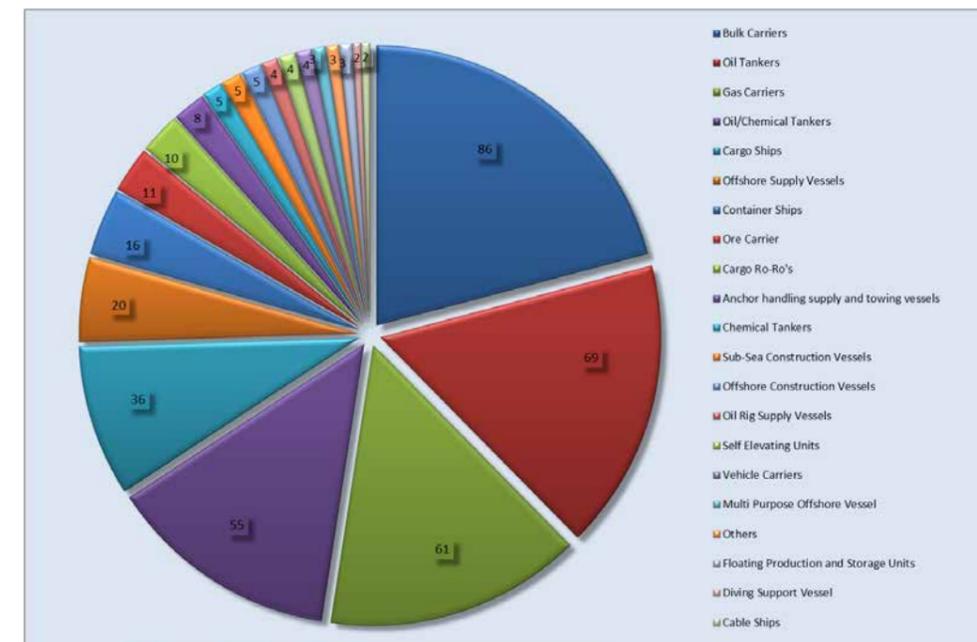
As a non-profit-making maritime administration we are able to keep costs low while still providing a quality service. This can be seen in the following cost comparison with other leading Flag States.



*Note: Isle of Man Cost includes 2 Flag State Inspections in 5 years



BREAKDOWN OF ISLE OF MAN SHIP REGISTERS 2018



MERCHANT VESSEL TYPES ON IOM REGISTER

CLIENT FEEDBACK 2018

I have always tended to avoid the IOM registry as I have always failed to see any real advantage over others. I must say that my opinion has been well and truly proved wrong.

IT WAS A LEARNING EXPERIENCE. VERY EXPERIENCED INSPECTOR AND VERY WELL COORDINATED BY THE OFFICE

MY THANKS AGAIN FOR YOUR USUAL HIGH STANDARDS AND FRIENDLY APPROACH.

IOM have far and away been the most pleasant and easiest registry I have dealt with for some time.

I have to say the Master and our internal auditor were very impressed with the detail /depth of the audit and the method / approach of the IOM surveyor.

WE APPRECIATE THE SURVEYOR'S PROFESSIONAL APPROACH AND SUPPORTIVE NATURE.

Thank you for all the efforts the Staff at the Ship Registry made to produce that wonderful contribution towards the KGFS funds.

So thank you and well deserved as it was delivered on your part with professionalism, personality and also humour!

Thank you so much, that's fantastic.

The vessel was proud to obtain NO deficiencies in the inspection which was carried out very professionally.

A VERY INTELLIGENT AND EXPERIENCED SURVEYOR

I'm proud to manage an IOM flag vessel due to highly and practical registry efficiency. Thanks again for your effective support and cooperation.

VERY MUCH APPRECIATE THE OPEN-MINDED AND HIGHLY PROFESSIONAL MANNER OF INSPECTION

Brilliant, thanks so much for all of your energy and effort!

Check that out for service! When are they going to nominate you for best Isle of Man service thingy, am sure you'd give the singing chap from Boots a run for his money :)

Thanks for your excellent assistance all the way - now we can celebrate and are set to sail!!!

INDEED IT WAS NICE TO SPEAK ONCE AGAIN – AND AS ALWAYS YOU SAVED THE DAY AND GENERATED THE APPLICABLE DOCUMENTS RAPIDLY.

I have to say the Master and our internal auditor were very impressed with the detail /depth of the audit and the method / approach of the IOM surveyor.

Honestly, if I may say, you are the best guys to deal with.

It has been an absolute pleasure working with you!

Thank you so much for your great support despite of National Holiday. Thanks to your wonderful teamwork, everything went very well.

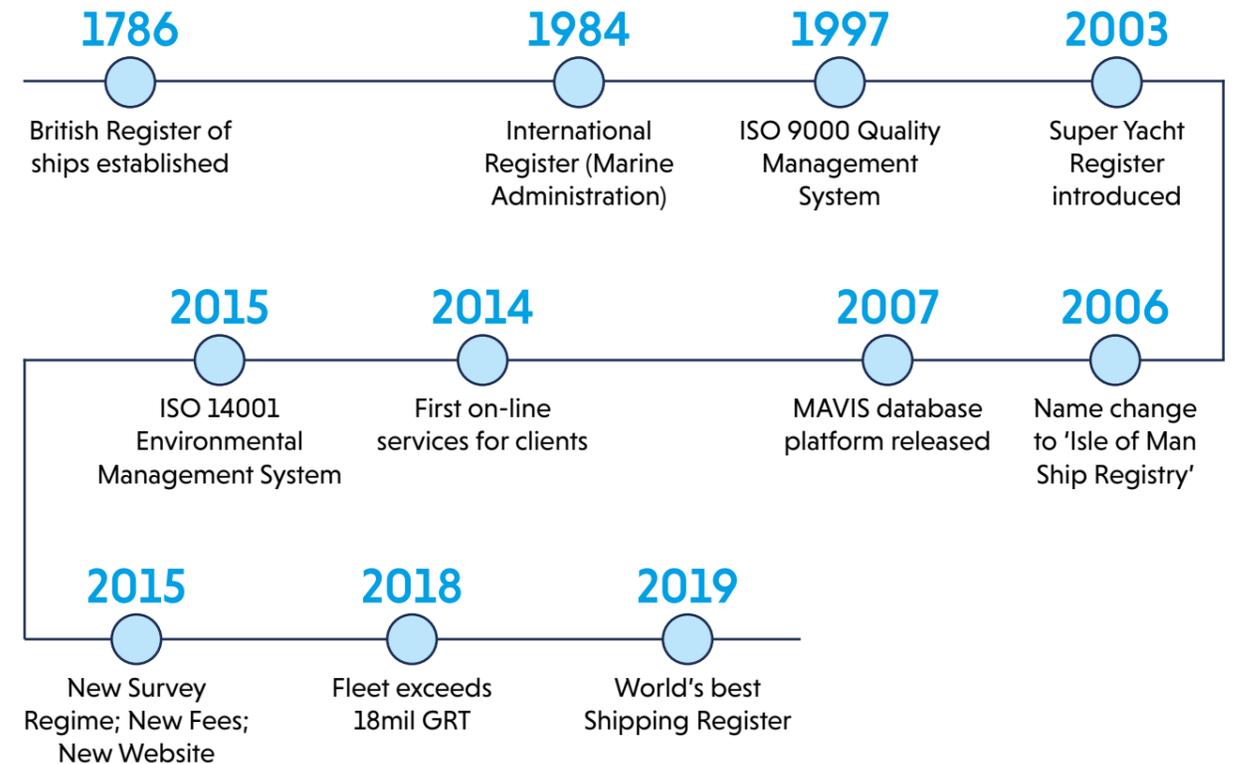
Extremely speedy service as usual, I'm always impressed by how efficient the Isle of Man Ship Registry are!

The vessel was proud to obtain NO deficiencies in the inspection which was carried out very professionally.

REGISTRY 2018 IN NUMBERS



WE'VE COME A LONG WAY...



ISLE OF MAN FISHING VESSELS

The table shows the names, with fishing vessel port letters and numbers of the islands 75 registered commercial fishing vessels. The Current fleet ranges from the smallest of 3.85m to almost 17m for the larger vessels. Pictures (above: an example of a vessel registered and surveyed to 'The IOM code of practice for the safety of small fishing vessels'. Below: A typical vessel registered and surveyed to the 15-24m code).

Under 12m (reg)		
No.	Ship Name	F.V. No
1	Antares	CT185
2	Anzac	RY56
3	Aoife Rose	RY210
4	Auk	CT25
5	Beachcomber	PL7
6	Benolas	PL11
7	Boy David	RY148
8	Boy Juan	DO1
9	Boy Shayne	PL777
10	Cair Vie	RY3
11	Constant Friend	PL168
12	Cushlin II	PL5
13	Elle-T	PL27
14	Enigma 1	PL164
15	Fowan	RY18
16	Free Spirit II	PL165
17	Gimmagh	CT74
18	Glee Maiden	CT34
19	Homarus	PL9
20	Ivy Lee	DO157
21	James Lee	RY57
22	June Rose	PL4
23	Karenza	RY5
24	Libra	CT14
25	Lynague	PL28
26	Manx Cat	PL2
27	Manx Maid	DO18
28	Manx Ranger	PL40
29	Manx Shearwater	DO118
30	Michael J	CT21
31	Nancy Ellen	CT58
32	New Dawn	PL1
33	Ocean Quest.	DO33
34	Our Lads	RY12
35	Our Sarah Jane	CT141

Under 12m (reg)		
No.	Ship Name	F.V. No
36	Persevere	PL144
37	Polaris	PL193
38	Predator	DO14
39	Provider	PL184
40	Ramsey Jak	RY161
41	Regal Star	PL200
42	S'aalin Madran	CT139
43	Sapphire	DO7
44	Sarah Lena	CT18
45	Serpico	PL156
46	Shearwater	CT30
47	Shelgeyr	CT88
48	Silver Star	CT176
49	Tayrin	PL175
50	Two Girls	PL8
51	Two Sisters	RY35
52	Tycoman	CT173
53	Vagabond II	DO180
54	Vervain	CT17
55	Whisky Galore	CT5
56	Yn Drean	CT133

Isle of Man Registered fishing vessels (25/02/2019)		
12(reg)-15m (LOA)		
No.	Ship Name	F.V. No
1	Alauna	PL187
2	Alena	CT145
3	Friendly Shore	CT20
4	Genesis	PL400
5	Maureen Patricia	CT76
6	Peter M	PL25
7	Silver Viking	PL19
Over 15m (LOA)		
No.	Ship Name	F.V. No
1	Bonnie Lass III	RY189
2	Chris-Tacha	PL26
3	Coral Strand II	PL80
4	Frey	CT137
5	Heather Maid	CT81
6	Lynn Marie	PL178
7	Marida	DO37
8	Shannon Kimberly	RY169
9	Spaven Mor	CT77
10	ThomRyan	RY170
11	Valonia	PL63
12	Venture Again	PL39

The Isle of Man Ship Registry surveys each commercial fishing vessel for compliance with one of the two codes of practice currently in force under Isle of Man legislation. The applicable code is dependent on whether the vessel is above or below 15m length over all.

The islands Harbours division assists with local services and enforces local IoM laws in controlling the territorial waters.

DEFA overview the environmental relationship with fishing vessels and control the Licencing for the IOM's commercial fleet.

Twice a year all the organisations come together in conjunction with the F.P.O. and RNLI to discuss safety aspects for the fleet and IoM waters.

WHY CHOOSE ISLE OF MAN?

A quality flag which matches clients' expectations

- Building lasting relationships
- Delivering the ideal solution
- Putting the client first
- Cost-effective

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

- Paris MOU White List
- Tokyo MOU White List
- Highly placed on ICS/ISF Performance Tables

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



A centre of excellence providing:

- Ship Management
- Crew Management
- Yacht Management
- Commercial management
- Private Client Services
- Insurance
- Fiduciary & Corporate Services
- Ship Finance

- Legal Services
- Chartering and commercial operations
- Representative Services for Manx registered ships

IOM maritime sector:

- 580 Employees
- Local contribution £95m
- GDP Contribution 2.2%

ISLE OF MAN MARITIME CLUSTER



www.maritime.im/members-directory



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MAP COORDINATES: 54°9'N, 4°29'W