

Isle of Man Ship Registry

Serving the international maritime industry for over 30 years



Annual Report
2017



"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 THE MINISTER FOR ENTERPRISE



As we close 2017 with a brand new Department, an entirely new restructured and refocused Department for Enterprise, whose mission is to create an environment, through innovation and collaboration, where the economy thrives. The Ship Registry forms a key part of this picture where an internationally renowned maritime regulator operates within the support network of the government. The Department is happy to resource the register to ensure it continues to thrive in a global marketplace and provide the very best service to its clients. In return, the Ship Registry plays its part in enhancing economic benefit on the Isle of Man by providing a nucleus for maritime activity.

Dick and his team have brought about major changes in 2017; including changes to the way the team inspect and regulate the vessels on the register and wholesale changes to its fee structure to ensure it stays competitive and provides the simplest fees to its clients. They have also introduced new on-line systems creating greater efficiency gains and simplified processes for clients around the world. The take-up for these services has been outstanding and their move to digital certificates shows the progressive nature of the Registry and its clients and fits perfectly with the Isle of Man's digital strategy.

I will continue to support the Registry and I am very pleased to commit this report to you and hope you enjoy reading it.

Laurence Skelly, MHK
Minister, Department for Enterprise

INTRODUCTION FROM DICK WELSH IOM SHIP REGISTRY DIRECTOR



I am proud of the way this change has been managed, and how the staff have committed to the design and implementation of the changes. I am also delighted with the feedback from clients which helped us to shape the changes and the take-up of our on-line and digital offerings. We are so fortunate to have progressive owners and managers who want to work with us to make the Isle of Man 'Flag State' experience the best it can possibly be.

In April 2018 we will launch a critical new element of digital services to our on-line platform 'MAVIS'. This will be a finance module, allowing direct billing from the Ship Registry and secure on-line access to make payments and review accounts for clients. This will smooth the process and provide complete transparency, accuracy and reconciliation of accounts.

I have always maintained that the Isle of Man Ship Registry is built upon the foundations of good systems and great people. We are very fortunate to have both. We will continue to invest in our systems and our people to maintain a culture where our staff care passionately about what they do and the success of the register and go the extra mile to help our clients.

To the team and clients, I say "Thank you for another great year".

Dick Welsh
Director, Isle of Man Ship Registry

2017 was a year of change for the Ship Registry. Changes which had been in planning, consultation and development for a year or two, were all implemented on April 1 to coincide with the start of the financial year.

The changes included introducing a New General Inspection regime; full delegation to Class; and consolidated fee structure. All of which were designed to provide a more effective means of regulating and staying in touch with the fleet, monitoring Class, and providing simple cost-effective fees which remain very competitive. At the same time we have continued the digital journey to on-line processes and issuing digital endorsements and ship certificates. Ground-breaking developments.

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 at any time.

MARITIME LABOUR NOTICES (AS AT APRIL 2018)

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 2.1a	Crew Lists
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 2018)

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 Seaman's Cards and Discharge Books
RAN 14	Civil Liability for Oil Pollution
RAN 15	Representative Persons

MANX SHIPPING NOTICES (AS AT APRIL 2018)

MMSN 001	Index
MMSN 003	Accident Reporting
MMSN 004	Official Log Book Guidance
MMSN 005	Musters and Drills and On board Training
MMSN 007	Magnetic Compass Adjustment
MMSN 009	Hook Arrangements for Lifeboats, Rescue boats and Liferrafts
MMSN 010	Lifeboat Recovery Strops
MMSN 011	LSA -Wire Rope Terminations
MMSN 012	SSAS and Competent Authority
MMSN 018	Requirements for Carriage of Immersion Suits
MMSN 020	Recognised Organisations
MMSN 022	Voyage Data Recorders – Recovery of Data
MMSN 023	Enclosed Space Entry, Timber Cargoes
MMSN 024	INMARSAT Fleet77
MMSN 025	Tenders to Commercial Yachts
MMSN 026	ECDIS
MMSN 028	LRIT "Conformance Test Report"
MMSN 029	IMO Unique Company and Registered Owner ID Number & Changes to the CSR
MMSN 031	Means of Escape
MMSN 032	Long Range Identification and Tracking of Ships – Important information
MMSN 033	Pleasure Vessel Manning
MMSN 035	MARPOL Annex VI Records
MMSN 036	MARPOL Annex I and Changes to the Oil Record Book Parts I & II
MMSN 037	Commercial Yachts – Intact & Damage Stability
MMSN 038	MARPOL Annex VI
MMSN 041	MARPOL Annex IV
MMSN 042	Norsafe Lifeboat NLH 70 onload release systems
MMSN 043	Revised MARPOL Annex V
MMSN 044	IBC Ch.18.2 Guidance
MMSN 045	Use of Private Contracted Armed Security Personnel
MMSN 046	STCW Convention regulation VI/6 Security Training
MMSN 047	Anti-fouling Systems Convention
MMSN 048	Ship Security Plan Approval and Amendment Process
MMSN 049	MARPOL Annex VI - Local Suppliers of Fuel Oil
MMSN 050	Isle of Man Regulations implementing the STCW Manila Amendments
MMSN 051	Isle of Man Endorsement Application Process
MMSN 052	Minimum Safe Manning Requirements
MMSN 054	Isle of Man LY3 National Annex
MMSN 055	Nairobi International Convention on the Removal of Wrecks
MMSN 056	Carriage of Dangerous Goods & Harmful Substances
MMSN 057	Maintenance and inspection of fire protection systems and appliances
MMSN 058	Construction - Fire protection, fire detection and fire extinction
MMSN 059	Construction - Structure, subdivision and stability, machinery and electrical installations
MMSN 060	Storage of Oxy-Acetylene, Refrigeration Gas and Nitrogen Cylinders
MMSN 061	Bridge Navigation Watch Alarm Systems (BNWAS)

TECHNICAL ADVISORY NOTICES (AS AT APRIL 2017)

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)

Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.

POLICY & LEGISLATION UPDATE 2017

Fees Regulations

2017 began with a challenging project to update our Merchant Shipping (Fees) Regulations. The primary purpose of this was to update our Regulations to reflect our new survey and inspection regime – see ‘General Inspection Scheme’ for more information.

The complexities of the old fees scheme have been replaced by a new arrangement whereby ships pay a single annual fee of between £3,500 and £5,500 depending upon the tonnage of the ship. The new annual fee includes the cost of an IOMSR General Inspection, to take place twice every five years, and the associated surveyor travel costs.



The intention of the new Regulations is to provide our clients with a simpler and more transparent fee structure.

SOLAS Updates

A second project was to update our Regulations applying SOLAS Chapter III (Life Saving Appliances). This set of Regulations requires ships to comply with SOLAS Chapter III, the International Life-Saving Appliance Code (LSA Code), the Recommendation on Testing of Lifesaving Appliances and the Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements.

These Regulations amend or supersede a whole series of earlier Regulations, some of which date back to 1984. To assist operators with implementing the new requirements, we published MSN 062 which summarises the requirements of SOLAS Chapter III and provides guidance on IOMSR interpretations where these are permitted by the Convention. Also included is our requirements for authorisation of LSA service providers and our definition of a ‘competent person’, as specified in the Convention.

Ballast Water Management Convention

As reported in last year’s policy and legislation update, the Ballast Water Management Convention entered into force on 8th September 2017. All Isle of Man Ships have now been surveyed by their classification societies and issued with a Statement of Compliance.

We have been in constant dialogue with owners to provide guidance on this Convention, including publication of a Technical Advisory Notice during the year.

A revision of the entry into force dates for the Ballast Water Treatment System (D2) Standard was agreed at MEPC 71. With the revised dates, it is possible that some ships could have until 8th September 2024 before they have to fit a treatment system.

The revised dates are as follows:

Date of first IOPP renewal survey after Entry Into Force (EIF)	Must comply with D2 standard by...
8th September 2017 to 8th September 2019	Second IOPP Renewal After EIF*
On/after 8th September 2019	First IOPP Renewal After EIF
ships which do not have an IOPP Certificate (i.e. Ships less than 400gt)	8th September 2024

**For clarity this is only permitted if the previous renewal survey was completed before 08 September 2014.*

New Consultation Hub

We have also made some changes to the way we consult with stakeholders. Consultations are now hosted on the Isle of Man Government’s Consultation Hub which can be accessed via the Legislation section of the IOMSR website.

In order to encourage interested parties to engage with the consultation process, we now publish a summary of each consultation exercise after it has finished. This takes the form of a ‘We Asked, You Said, We Did’ document that explains the responses we received and how we took account of the input we received.

The Year Ahead

There are a number of future legislation projects that are well underway. At the time of writing, our SOLAS Chapter I (Survey and Certification) and SOLAS Chapter V (Safety of Navigation) Regulations have just completed their consultation phase and will be laid before Tynwald in the coming months. In addition to this, our new International Ship Security Regulations are at an early stage.

During 2018/19, much of our efforts are likely to focus upon IMO’s III Code which will require us to demonstrate to IMO auditors how the Isle of Man fulfils its obligations as a Port and Flag State.



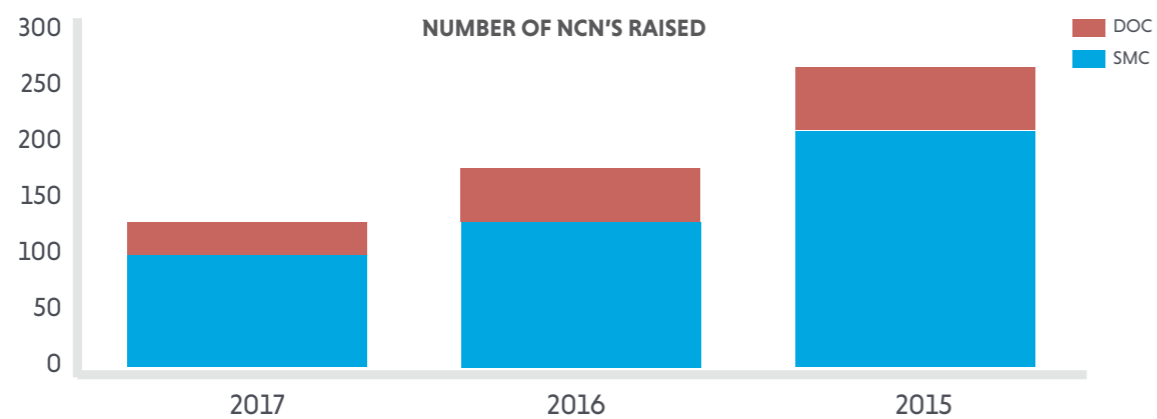
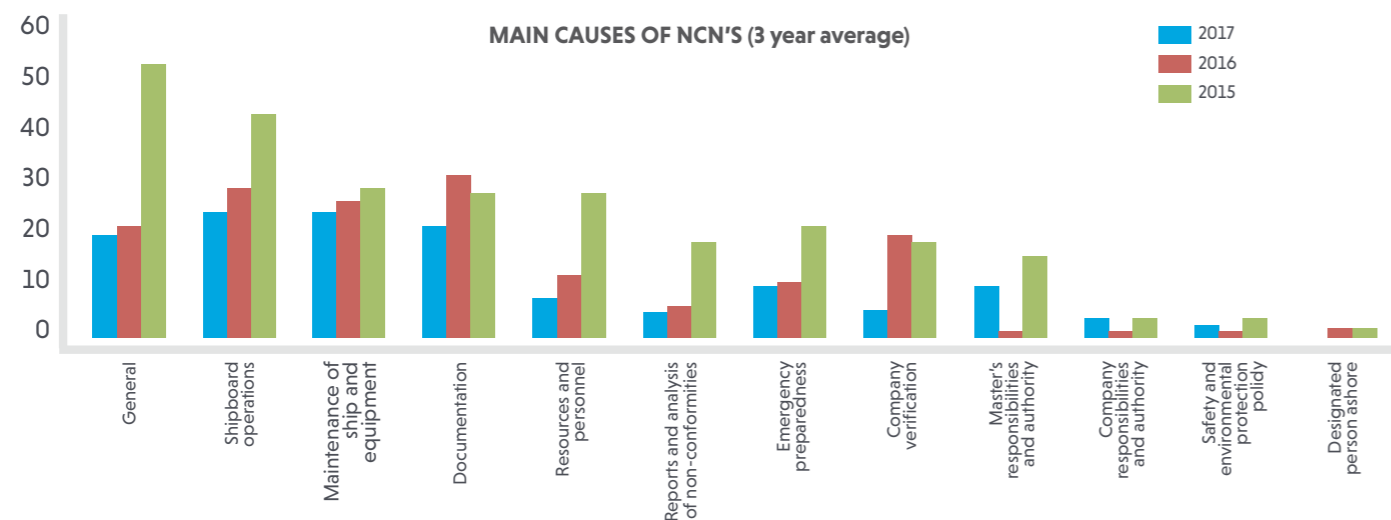
SURVEY & INSPECTION ACTIVITY

Isle of Man surveyors work closely with ship owners and crew to ensure that a high level of service is delivered in a pragmatic and timely manner.

A total of 253 vessel and company inspection visits were made by IOM surveyors during 2017 with 131 non-conformance notices (NCNs) issued.

98% of NCNs were closed within their agreed time limits.

The graph below illustrates the main causes for NCNs being issued, with Shipboard Operations, Maintenance of Ship and Equipment and incorrect or missing Documentation continuing to be among the most common reasons for non-conformities.



SURVEY & INSPECTION ACTIVITY

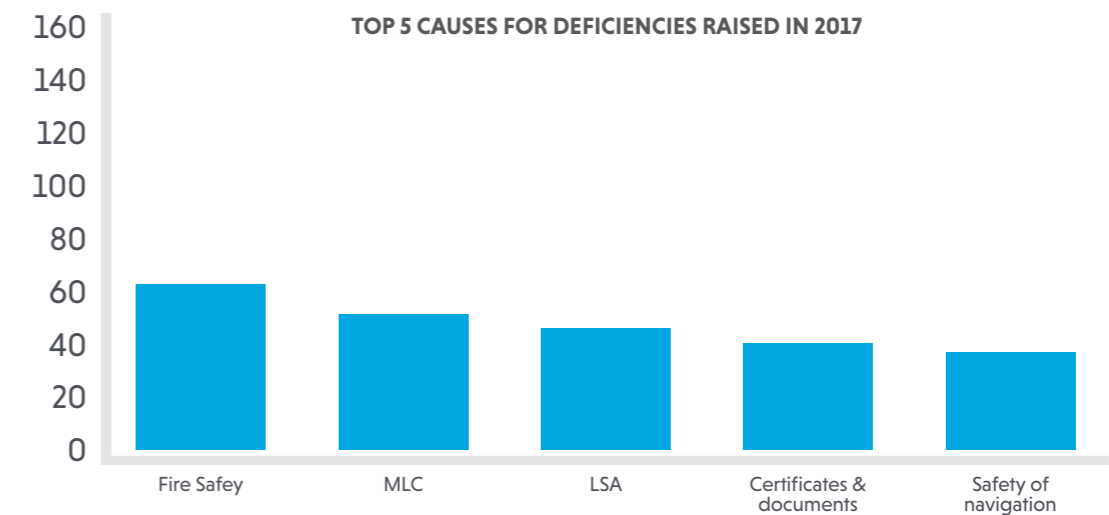
Whilst the number of NCNs issued continue to fall the number of deficiencies reported remain fairly static. The main reasons for deficiencies are shown below with fire safety issues accounting for 19% of the overall figures.

Although showing an improvement compared to 2016, within the MLC reported deficiencies crew accommodation, food and catering and seafarers health protection are by far the major issues.

When a deficiency is raised by a surveyor the owner/operator will be given three options to rectify the issue;

1. To be rectified prior to departure and Ship Registry advised.
2. To be rectified within specified period and Ship Registry advised.
3. To be rectified and Ship Registry advised before full term certificates can be issued.

Note that in all cases it is the ship owner's/operator's responsibility to notify the Ship Registry as soon as the deficiency has been repaired or if an extension is required to the specified period.



SURVEYORS AT WORK

PEOPLE PROFILE NUNO CRUZ – SENIOR SURVEYOR



Apart from my initial shipyard experience, most of my early professional life was dedicated to working for two leading Classification Societies (ABS & RINA), specifically responsible for overseeing statutory requirements and standards for ship's inspection and surveys, ship's technical and operational knowledge and always aiming for professional skills development and training towards international qualifications.

In over 13 years of 'Class' experience, I have performed numerous major surveys and involvement with all types of vessels, including hundreds of dry-docks and associated surveys, as well auditing many specialised external specialists often used for specific tasks/surveys/verifications on board of ships and facilities.

I can fluently speak, read and write in four 4 different languages thus providing a valuable added benefit to the already excellent service IOMSR provides to its clients.

In my new role with the Ship Registry I intend to play an active role by providing technical and regulatory assistance, assisting on the development and implementation of meaningful and feasible policies, legislation and requirements building towards a safer, cleaner, healthier and sustainable international marine business.

A Portuguese National, from Loulé Algarve, I joined the Isle of Man Ship Registry in August 2017.

My role within the Ship Registry is primarily focused upon the audit, survey and inspection of ships, yachts and fishing boats registered on the Isle of Man, including assessments for technical regulatory queries from our clients, towards their goals and compliance with International and National Legislation.

I hold a Naval Architect degree, taken in Instituto Superior Técnico in Lisbon, which last year was considered the 3rd top degree worldwide by Xangai ranking (ARWU) in Marine/Ocean Engineering. Professionally, I've spent several years involved with Project Management, including design, construction and operation of almost all types of sea-going vessels. I've conducted quality control assessments, certification and management systems auditing across the shipping industry including ship's surveys/inspections (Statutory and Class), vessel's planned maintenance control systems and certification of marine materials and equipment.

GENERAL INSPECTION SCHEME

The Isle of Man Ship Registry launched its General Inspection Scheme in the spring of 2017 and the initial response has been very favourable. The guidelines below are intended as a reminder of the scheme.

NEW SHIPS – If we have not attended for a pre-registration survey we need to see the ship within 6 months of registration for an Initial General Inspection (IGI). This can be any time after registration - even the following day if this suits. However, please do not leave this until the end of the 6 month window - you will have enough activity with Class wanting to attend for initial ISM/ISPS/MLC audits and inspections towards the end of this window.

INITIAL GENERAL INSPECTION – If we have never attended the vessel, our first attendance will be credited as the Initial General Inspection, be this prior to registration, a week after registration or 6 months from registration.

GENERAL INSPECTION - Choose wisely the time when you want us to attend the ship. We realise that in these days of increased third party inspections this can be an issue but remember ships have a maximum of 36 months between General Inspections, and 2 must take place within the 5 year cycle of GIs, giving you a larger window of time to get us on board.

TIMING – Indications so far are that a General Inspection on its own is taking between 12 and 15 hours minimum. Now that the General Inspection is outside the scope of statutory surveys this gives you much more discretion to choose which port to schedule our attendances without any other parties on board the vessel. We will work with you, but to ensure we do this, please build this into your programme on the basis that all vessels must be attended twice within a 5 year period with a maximum of 36 months between any inspections.

REPORTING – Our reporting format continues to be developed. Shorter, more concise reports are being forwarded to clients and the process of rationalisation is continuing.



ROSE PG DEPARTING TUZLA

ISLE OF MAN OFFICER ENDORSEMENTS

The Isle of Man Ship Registry does not issue Certificates of Competency but may issue an endorsement recognising other National CoCs.

A schedule of the countries from which the Isle of Man can endorse CoCs can be found in the Recognised Countries page in the crewing section of the Ship Registry's website.

Endorsements are required for all officers sailing on Isle of Man registered vessels unless they hold a Certificate of Competency issued by the United Kingdom under the STCW Convention. Our online service system continues to attract new users where they can upload the required documentation to:

<https://mavis.iomshipregistry.com/formlogin.mth>

Requests to set up a user account should be sent to seafarers@gov.im and must include your name, e-mail address and preferred username. When an account has been created you will be sent a password and user guide to enable you to use the system.

Applications may still be sent by e-mail to the following email address seafarers@gov.im or may be posted to:

STCW Endorsement Applications
Isle of Man Ship Registry
St. Georges Court
Upper Church Street
Douglas, Isle of Man, British Isles, IM1 1EX

New style Endorsement – Self Print Option Available

A new A4 size endorsement was released in September 2017. Printed on a single piece of plain white paper, the document contains a digital photograph and the signature of the holder, as well as a digital signature of the issuing official.

When issued, the endorsement is required to be signed by the holder upon receipt of the document. The document will not be assumed valid unless it contains the holders photograph and all signatures.

Verifying the Issued Endorsement.

Each endorsement issued contains a unique number and an individual "Quick Response Code" (QR Code) which can be used to verify the validity of the endorsement via any internet connected device with a camera and a QR Code reader.

The QR Code contains a specific "Uniform Resource Locator" (URL) which links to the Ship Registry's dedicated validation system. Contained within the URL are sufficient parameters specific to the endorsement to allow the system to return a response.

If the endorsement was issued by the Ship Registry, scanning the QR Code will return a web page containing the key details of the endorsement. These should match the details on the endorsement.

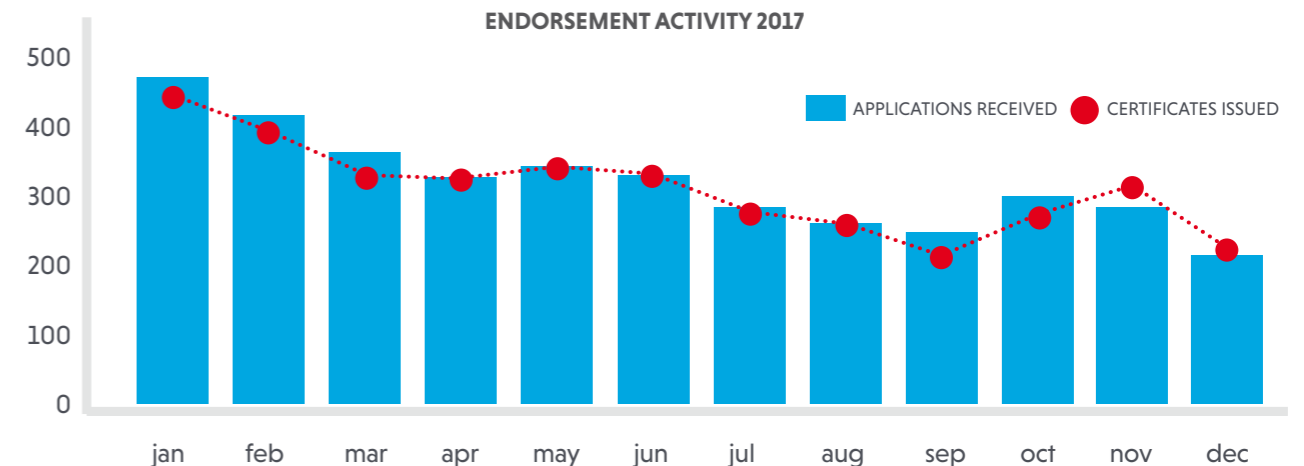


THE NEW ENDORSEMENT

In addition these details can be checked by visiting our online endorsement web checker at: <https://mavis.iomshipregistry.com> which will provide validity information.

Alternatively you can e-mail seafarers@gov.im or telephone **+44(0)1624 688500** and request STCW verification. (Telephone availability restricted to UK office hours 08:00 – 17:30 Monday to Friday).

Almost 4000 endorsements were processed during 2017 with 82% returned to the applicant within 5 days.



PEOPLE PROFILE HAYLEY PILLING – TECHNICAL OFFICER

I joined the Isle of Man Ship Registry in August 2017. I was born in the South of the Isle of Man, and after completing High School in Castletown, I graduated from the Isle of Man College in 2012 with a Diploma in Business Administration. Areas of study included Project Management, Administrative Services and Budgeting which I have been able to utilise in my career to date.

After attending college, I worked for the public transport sector on the Island as a Marketing Assistant. I was primarily in charge of updating the website and social media pages, but also visited cruise ships selling explorer tickets to passengers who wanted to explore the Island a little more.

After this role, I decided a move was required, so I headed to Bournemouth in the UK and took a role as a Logistics Administrator for a moveable partition wall company, gaining a lot of technical knowledge, overseeing the imports and deliveries of the walls from Europe to various sites across the south of England, ensuring deliveries were imported and delivered on time, and key deadlines for the projects were met.

After 2 years in that role, the opportunity to work in the Ship Registry arose allowing me to return to the Isle of Man.

So what do I do? – Well, this role is very varied but essentially I provide support to the Survey and Registry team functions of this office. This can be as diverse as processing letters/permissions for clients, issuing certificates, crunching data (Excel is a particular friend of mine), being a point of contact for our MAVIS database that drives most our functions, assisting with scheduling our surveyors and issuing certificates. Basically keeping as many balls in the air at once as I had learned to do when working in logistics.



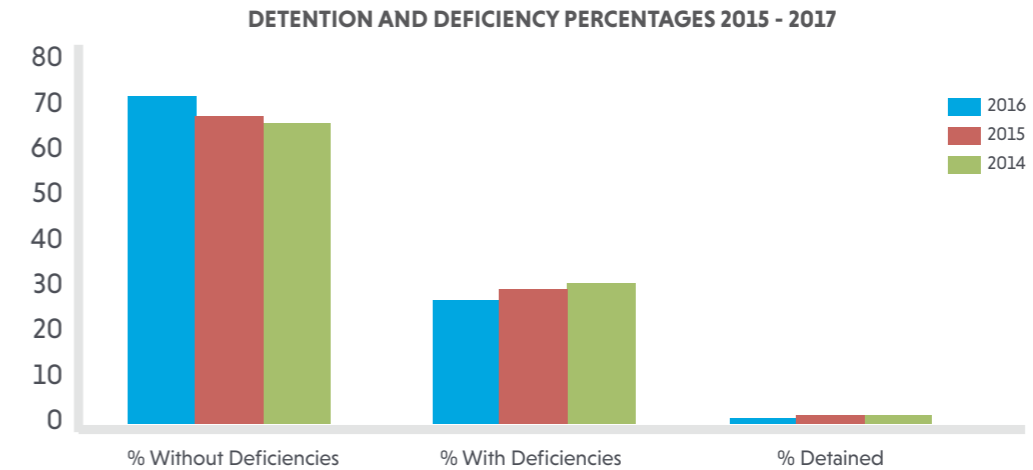
In my spare time, I volunteer for 1st Arbory Cubs, keeping them under control and trying not to lose any children in our forests, as well as helping with the Royal British Legion fundraising events.

I am glad to be back on the Isle of Man, near my family and living in an area that helps me enjoy the outdoors, while also relishing the “highlife” of Douglas.

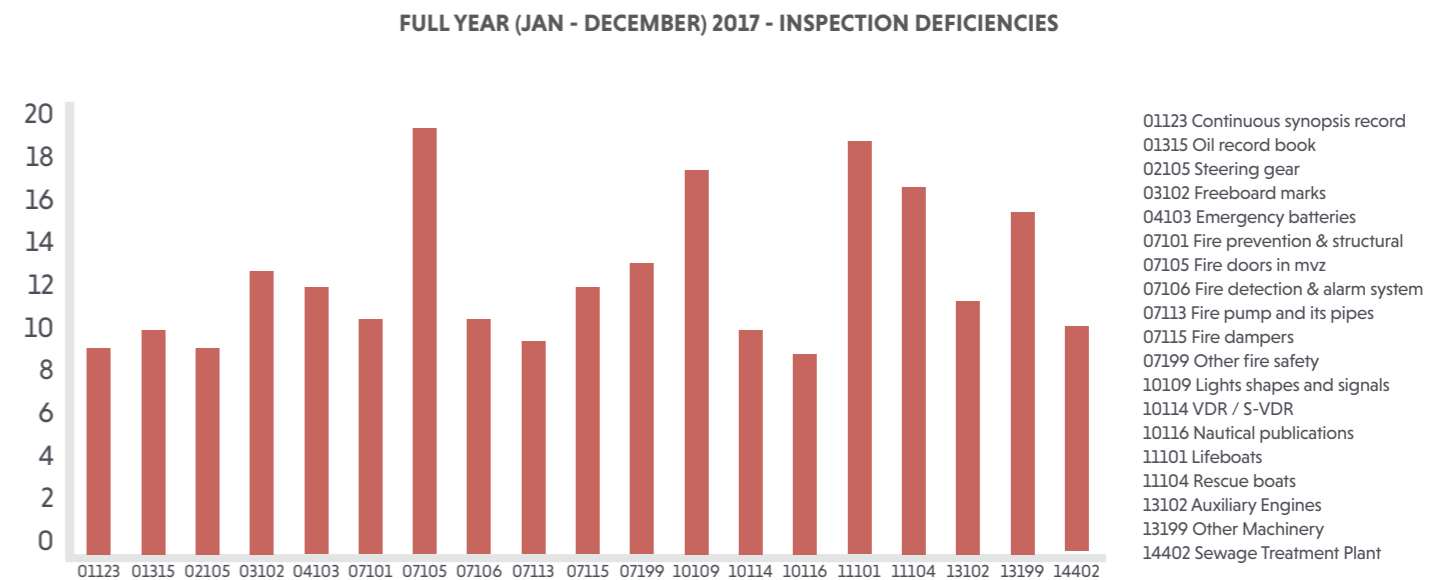
PORT STATE CONTROL - PERFORMANCE

The Isle of Man Ship Registry actively gathers and analyses data on all its vessels from a number of key PSC regions which cover major parts of the world, namely; Paris, USA, Tokyo, Black Sea, Riyadh, Indian Ocean, Mediterranean, Caribbean and Abuja. Along with data from our own inspections the information is collated by our dedicated PSC Coordinator, Senior Surveyor, Mark Bregazzi, allowing us to take a proactive role by providing a comprehensive overview of fleet performance. Then, through a strategy of positive engagement with shipowners, operators and seafarers, we are able to raise awareness of any potential concerns that could cause problems during Port State Inspections.

There were a total of 10 detentions during 2017 of which 5 detentions were recorded in the Tokyo MoU Region, 3 in the Paris MoU Region with the remaining 2 detentions being recorded in the USCG Region and the Black Sea MoU Region.



The most common related deficiencies by code numbers raised by PCS inspectors during 2017 are shown in the graph below.



PEOPLE PROFILE CARLO VINELLI – SENIOR SURVEYOR



I joined the Isle of Man Ship Registry in July 2017 as a Senior Surveyor. Hailing from Genoa, Italy, I come from a family with a long seafaring tradition.

My role within the Ship Registry is primarily focused upon vessel audit, survey and inspection of all types of vessels, from yachts and rigs to tankers and fishing boats.

Prior to joining the Ship Registry team, I was employed in Saudi Arabia by Saudi Aramco, the world's largest crude oil exporter, as a Marine Technical Advisor.

I was also employed for several years by one of the world's leading classification societies, the Italian Ship Register, better known as RINA. During my time with RINA, I was involved with many oil and gas projects in Europe, Asia and Africa, acting as a Consultant, Designer or Marine Warranty Surveyor.

My career has also seen me involved with many shipyard activities as an external advisor or project manager, mainly focusing my experience on large commercial yachts, most of them registered under Red Ensign Group.

I graduated from the University of Genoa in 2004 with a Master's degree in Naval Architecture and Marine Engineering with my studies having a particular emphasis on ship management and business administration.

I welcome the opportunity to use all my experience in my role as a Senior Surveyor for the Isle of Man Ship Registry.

When I get the chance to relax when I'm not travelling for business purposes, I enjoy horse riding and following another long family tradition, creating my own custom watches.

2017 IN NUMBERS

SIZE



11th
LARGEST IN THE WORLD DWT

13th
LARGEST IN THE WORLD GRT

17.0m
GROSS REGISTERED TONS

CLIENTS



70
MAJOR GLOBAL CLIENTS

425
SHIPS REGISTERED

140
SUPERYACHTS REGISTERED

ACTIVITY



5788
TASKS

16/212
ACTS/REGULATIONS

4301
SEAFARERS' DOCUMENTS

GROWTH



2x
RATE OF WORLD FLEET GROWTH

50%
ASIAN CONTROLLED TONNAGE

VOICE OF OUR CLIENTS 2017

"If there was a tick box on the questionnaire that stated 'exceptional', I would have ticked all of them! The registry is a pleasure to work with and nothing is ever too much trouble."

"WOW!! You win the 'fastest registry ever' award.... we appreciate this."

"The surveyor was very professional in his conduct during the audit, he was found to be very knowledgeable and experienced in ship operations. He shared few of his experiences too with ship staff during the audit."

"Thank you very much. I wish we had administrative services as efficient as yours!"

"That's great Service! Thanks a lot!"

"Once again we will thank you very much for your excellent service - a service that stands out compared to other administrations."

"We feel honoured to receive feedback to our suggestions, generally most other Flag instructions are one way traffic"

"You wouldn't believe how much quicker you guys at the IOM are."

"This is our first experience with Isle of Man registry, but it is 100% satisfying and customer-friendly."

"Quickest feedback in town (compared to other flag states)."



"The inspector was proactive. He was interested to impart his experience with crew on matters of safety and safe operations."

"The manner in which these audits were conducted enables the vessel staff to improve their understanding of the requirements and the Surveyor was very flexible and understanding of the vessels' operations."

"Just wanted to drop you a line to say how helpful IOMSR and the staff have been. As usual, their communication, feedback and attitude scores highly in all regards."

"Just would like to express my gratitude and thanks for your support and assistance which was invaluable in bringing this project over the line on time and in budget."

VOICE OF OUR CLIENTS 2017

"We have certainly learnt a lot during our interaction with the surveyor during these audits."

"IT WAS A PRIVILEGE TO HAVE THESE SURVEYORS ON BOARD . THEY MADE THE CREW FEEL CONFIDENT, PART OF A VERY OPEN RELATIONSHIP AND VERY EFFICIENT."

"We love You. Thank You."

"10000001 thanks. This is more than fast!!"

"Your highly dedicated service was highly appreciated."

"As always, you were brilliant!"

"Anyone told you recently you're AMAZING."

"Absolutely flawless."



"You see me speechless. This is the fastest issuing of certificates ever!"

"Fantastic work by IOM."

Thank you very much for such quick response

"Excellent service from you chaps in IoM as normal."

"Brilliantly efficient as ever!"

"We do highly appreciate the relationship with IOM SR, and it is a real privilege to have vessels under IOM flag."

"It is a pleasure to give good feedback when earned as is always the case with IOM ship registry."

"Well done guys Fabulous result."

"I really appreciate the swift responses received from you always!"

REGISTRY ACTIVITY

Being able to offer a pragmatic and cost-effective service is attractive to many shipowners and we continue to ensure that the Isle of Man Ship Registry is well represented to the shipping industry whatever we do. Registrars play a key role in this representation as they are often engaged with shipowners, managers, lawyers, surveyors and shipyards when registering a vessel.

The addition of several large new builds to the register saw Clarkson's World Fleet Monitor reporting the IOM as ending the year with 6.4% growth in merchant fleet tonnage compared to an overall world fleet growth of just 3%. With an average fleet age of 9.7 years we have the 3rd youngest fleet among the top 30 world Flag States, helping us maintain our aim to only register quality vessels.

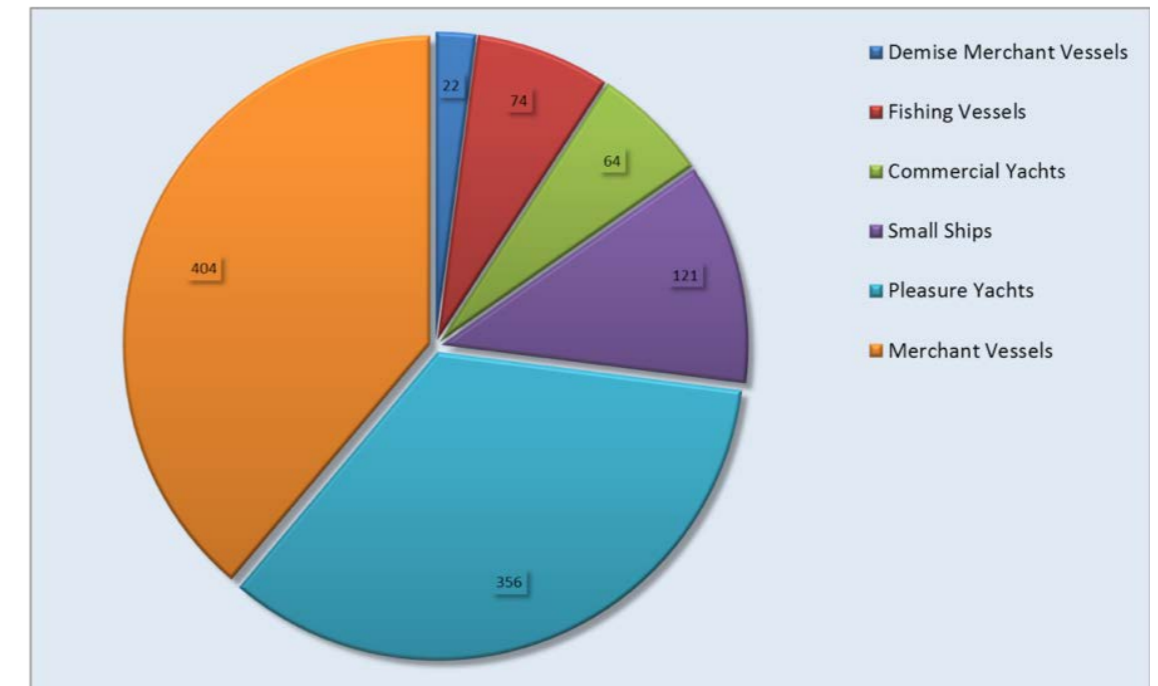
With new registrations averaging 9 per month and many of those vessels being registered outside normal office working hours, the registrars witnessed another busy year. Dedicated to providing an exemplary service, their 24/7 commitment has earned them many appreciative comments from clients around the globe and sets them apart from what other registries offer.

The Registry team are responsible for all categories of vessel registration from Very Large Crude Carriers (VLCC's) and superyachts to fishing boats and pleasure craft.

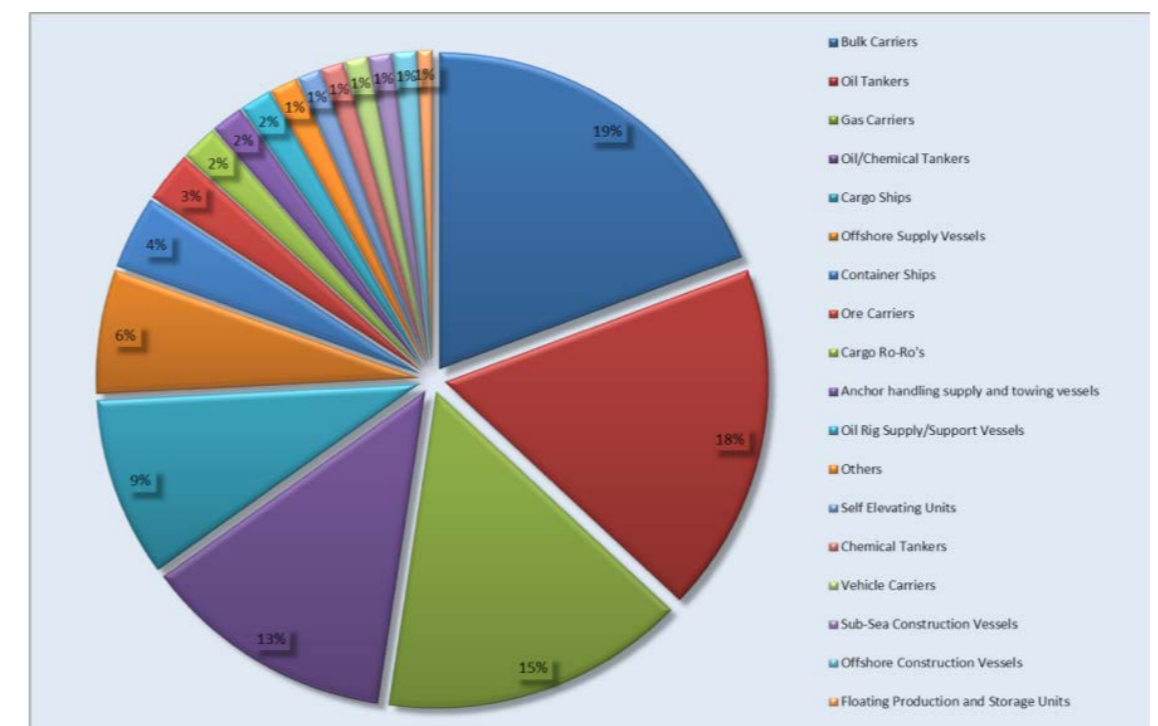


In addition to registering and deregistering vessels, the team also deals with the issuance of Continuous Synopsis Records (CSRs), Civil Liability Certificates (CLCs) and Bunker certificates. On average the registrars handle over 200 separate tasks every month.

BREAKDOWN OF ISLE OF MAN SHIP REGISTERS AT END OF 2017 – NUMBER OF VESSELS



MERCHANT VESSEL TYPES ON IOM REGISTER



2017 HEADLINES

MANX VESSEL ASSISTS WITH RESCUE OF FISHERMEN

Five Vietnamese fishermen were rescued in January by a Manx registered ship, British Innovator, after their fishing vessel sank in rough seas.

The Maritime Rescue and Search Coordination Centre in Da Nang reported that the fishing boat from Binh Dinh Province sent emergency signals for help when water washed over its deck 368 nautical miles off the coast.



The centre contacted the Philippine Coast Guard for support and the British Innovator who was located 60 miles away from the Vietnamese vessel was asked by the PCG to help save the fishermen.

After picking up the fishermen a rescue ship from the Maritime Centre was dispatched to take the five lucky fishermen home.



SHIP REGISTRY BIDS BON VOYAGE TO RON

In March 2017, after 21 years in the Ship Registry, Ron Strathdee, Principal surveyor and Mr Go-to for all things MLC, set off into retirement hoping to spend more time pursuing his love of photography and improving his golf swing.

Ron joined the Registry from Shell Ship Management in 1996, initially as Quality Manager to implement an ISO quality management system ahead of the new world of safety management which was on the horizon at the time. He later trained as a Surveyor and more latterly Principal Surveyor.

His rational approach held him in great stead and he was the first person to turn to when there was a problem with seafarers, managers or vessel owners.

Speaking at Ron's leaving presentation Director Dick Welsh summed him up perfectly saying,

"I guess Ron's legacy will always be the Maritime Labour Convention. He led the project team for a project which took on a life of its own and swallowed more and more people. He quickly became Mr MLC, and his advice and calm, pragmatic dealings with all parties really did lead the way and put the Isle of Man in a great position. I can only echo the great many messages of gratitude Ron received from our clients and wish him well in his retirement".

2017 HEADLINES

MONACO YACHT SHOW

The Department for Enterprise and stand partners reported great interest in the Isle of Man at the 27th annual Monaco Yacht Show.

The Yacht Show (27- 30 September) is one of the most prestigious events in the yacht industry's calendar, bringing together over 30,000 manufacturers, owners, buyers and enthusiasts.

Promoting the Isle of Man Ship Registry and ensuring visitors and clients alike were kept updated with the latest news from the Island were (R-L), Senior Surveyor Samantha Clarke, Marketing Manager Alex Wilson, Ship Registry Director Dick Welsh and Registrar Sarah Lisy.



Commenting on the event Dick Welsh said, "Being at Monaco gives us the chance to show the world's biggest players the quality and value of our highly successful Ship and Yacht Registers and also gain some valuable insight and quality customer leads".

The Ship Registry also launched the Pleasure Yacht Plus package at Monaco this year, a brand new product for owners and their private yachts but maintaining voluntary compliance with the rules and regulations for large charter yachts.

SHIP REGISTRY CHARITY GOLF EVENT

Another sell out day at Rowany Golf Club in the beautiful south of the Island that eventually saw the Dohle Corporate & Trust Services Limited team (pictured right) lifting the winners trophy for 2017.

The charity event continues to go from strength to strength raising money for the King George V Fund for Seafarers. This year almost £1800 was raised thanks to our sponsors and all the teams taking part.

The cheque was handed over by Ray Ferguson from the Ship Registry and Russ Kent from the IOM Shipping Association during the annual Trafalgar Ball.



OUR SPONSORS

- | | |
|--------------------------------|----------------------------------|
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| Equiom Trust Company Ltd | PriceWaterhouseCoopers LLC |
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| Ernst & Young LLC | Bureau Veritas |
| IOM Steam Packet Ltd | Dohle Corporate & Trust Services |

2017 HEADLINES

NEWS FROM THE R.E.G. New Red Ensign Group Yacht Code Launched

Teamwork between members of the Red Ensign Group (REG) and the industry as a whole has led to the creation of a new yacht code.

The REG Yacht Code, launched in November at the Global Superyacht Forum in Amsterdam, has taken into account all the expertise gained across almost two decades of regulating the large yacht sector since the first version was published by the Maritime & Coastguard Agency in 1997.

In its new format, the Code is made up of two parts with common annexes - such as, for over-side working systems, sailing vessels and helicopter landing areas. It will keep the familiar format of the existing REG codes while being more dynamic to industry change and development.

Work has been carried out across the REG to get the new code ready for its launch and also within the industry. The new REG Code combines the existing Large Yacht Code 3 and the Passenger Yacht Code into one document and will come into force on 1st January 2019, to give the industry time to become familiar with it.

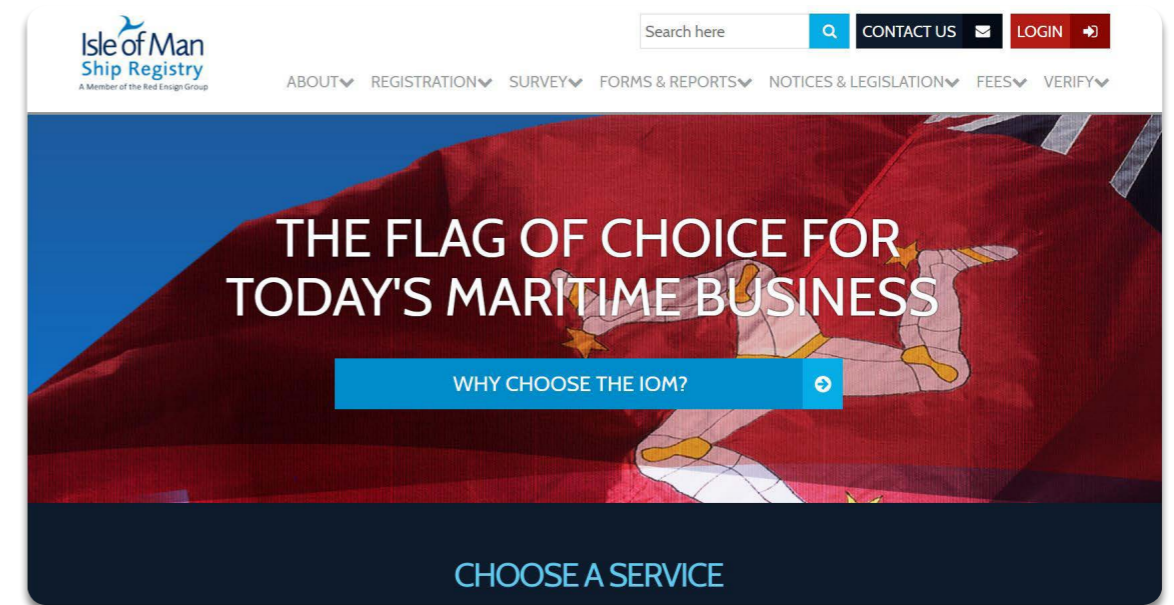


NEW WEBSITE FOR SHIP REGISTRY

One of our largest projects in 2017 was to undertake a complete revamp of the ship registry website; this was a task that was long overdue since our previous website was over 15 years old! A small team was put in place, who worked on the project together with local firm PDMS. The project included a complete redesign of the site as well as an update of all the website content.

The new site was launched at the end of July 2017 and has already provided an excellent return on investment. During the period from July to December 2017, the website was visited by almost 7,000 unique visitors and averaged 360 page views per day. 20% of users visited the site using a tablet or mobile device. Feedback from clients and intermediaries has been overwhelmingly positive.

We have also invested in our social media presence with the creation of a brand new Twitter account and a renewed commitment to our LinkedIn page. You can follow us on Twitter @iomshipregistry or visit us on LinkedIn at www.linkedin.com/showcase/isle-of-man-ship-registry/.



RED ENSIGN GROUP CONFERENCE JULY 2017 – CAYMAN ISLANDS

Registrar Sarah Lisy and Ship Registry Deputy Director David Morter attended the Red Ensign Group Conference in July. Comprised of the UK, Isle of Man, Guernsey & Jersey, Anguilla, Bermuda, BVI, Cayman Islands, Falkland Islands, Gibraltar, Montserrat, St Helena and the Turks & Caicos Islands, the Red Ensign Conference encourages a collaborative working relationship between the registries. Using the strengths of the partnership the Group ensures the successful development of the British fleet in terms of quality and controlled growth.

SARAH AND DAVID REPRESENTING IOM AT THE 2017 REG CONFERENCE



SHIP REGISTRY AWARDED CERTIFICATION TO NEW ISO9001 STANDARD

The Isle of Man Ship Registry gained certification to the 2015 revision of the internationally recognised ISO9001 management system. This followed an audit of our offices undertaken by LRQA in November to assess compliance with the 2015 standard and its revised management principles and new concepts.

CASUALTIES, ACCIDENTS & INCIDENTS

Reported Casualties, Accidents, Incidents, Injuries and Deaths on Isle of Man Registered Ships in 2017

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.

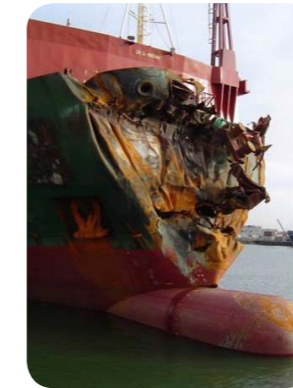
The following table represents what was reported to IOMSR in 2017.

	Total	Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Offshore / Standby Ship	Other Cargo Ship	Commercial Yacht	Pleasure Vessel	Fishing Vessel
Casualty cases:	30	4	5	0	3	5	0	7	5	1	0
Accident cases:	23	0	4	0	2	1	6	5	4	1	0
Incident cases:	28	5	1	0	2	5	4	5	5	0	1
Total cases:	81	9	10	0	7	11	10	17	14	2	1

The above casualties, accidents and incidents were classified into the following occurrences:

Collision/Allision - significant damage, foundering, stranding	7	1			1	3		2			
Collision/Allision, touch sea bottom - no/minor damage	16	4			1	4		4	1	1	1
Fire	9		1		1			2	4	1	
Pipe systems: explosion, collapse or bursting	2						1		1		
Sudden uncontrolled release of any substance from a system or pressure vessel	12		2		3	1	5	1			
Electrical short circuit or overload	3		1						2		
Failure of any lifting device	2	1	1								
Involving access to or from the ship	2	1									
Slips or Falls (same level)	5		2				2	1			
Slips of Falls (different levels)	2		2								
Involving mooring Ropes or Hawses	3	1				1			1		
Involving Lifting Equipment	4							2	2		
Exposure to hazardous or toxic substances	1						1				
Electric shock	1						1				
Moving about - no fall, no handling	1	1									
Moving about - manual handling	1								1		
Cargo securing failure	2							2			
Maintenance - Machinery	3		1		1				1		
Navigation - machinery/equipment failure	3				1	1		1			
Cargo operations	1							1			
Leisure activity on board	1								1		
Total	81	9	10	0	7	11	10	17	14	2	1

Cases involving death:											
Cases involving serious injury:	2	5		1				3	3		
Cases involving minor injury:	1	1		1	1	4		1	3		



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

Number of deaths on board: 0
Number of people with serious injuries: 14
Number of people with minor injuries: 16

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.

Investigations by IOMSR in 2017

In 2017 the Isle of Man Ship Registry attended 6 Isle of Man registered ships to conduct a Safety Investigation concerning the following:-

TYPE OF SHIP	NATURE OF CASUALTY
Bulk carrier	Collision with another ship when departing port.
Gas carrier	Collision with another ship when arriving at port.
Passenger ship	Heavy contact with the quay when arriving in port.
Fishing vessel	Dangerous manoeuvres involving a fishing vessel and a dive boat.
Bulk carrier	Rapid cargo decomposition producing toxic smoke.
Passenger ship	Heavy contact with the quay when arriving in port.

Investigations by external investigation bodies on Isle of Man vessels in 2017

TYPE OF SHIP	NATURE OF INVESTIGATION
Other cargo ship	Investigation by Japanese Coastguard. Vessel involved in a minor collision with a fishing boat which turned suddenly across the vessel's bow.

Investigations by IOMSR in 2017

- Commercial Yacht – Meamina - A crewmember drowned whilst leisure swimming in the sea (2016)
- Other cargo ship – Hanjin Green Earth – Cargo hold fire (2015)

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

www.iomshipregistry.com/formsdocs/reports/casualty.xml

For more information please refer to the 2016 Summary Report of Casualties, Accidents and Incidents on Isle of Man Registered Vessels available on the website.

www.iomshipregistry.com/formsdocs/reports/summaryreports.xml

WHY CHOOSE THE ISLE OF MAN?

A quality flag which matches clients' expectations

- A centre of maritime excellence
- 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
- USCG Qualship 21 accredited

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

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+44(0) 7624 493467

Map Coordinates:

54°9'N ,4°29'W

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