

Isle of Man

Ship Registry

Serving the international maritime industry for over 30 years



ANNUAL REPORT 2015



“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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*Back page photograph - Leaving Castletown Harbour, Isle of Man

(Courtesy of Ron Strathdee, Principal Surveyor Isle of Man Ship Registry)

Page 4: S/Y ATLANTIC AT THOMAS BAY, ALASKA Photograph with kind permission from S/Y Atlantic.

DU[Y*. . ; @9B '@MCB'89D5FHG'<"<=""D\chc[fUd\ 'k]h' _]bX'dYfa]gg]cb 'Z'ca '6D'

Page 21: BW SINGAPORE Photograph with kind permission from BW.

Page 33: S/Y FIDELIS Photograph with kind permission from S/Y Fidelis .



S/Y ATLANTIC AT THOMAS BAY, ALASKA

MOTOR AND SAILING YACHT
BUILD BY: C.VAN DER GRAAF (Netherlands)
REGISTERED: JUNE 2010
LENGTH: 44.41mtr
GROSS TONNAGE: 268

FOREWORD FROM THE MINISTER FOR ECONOMIC DEVELOPMENT



I am pleased to present this report which reflects the great work carried out by my team at the Isle of Man Ship Registry. As Minister for the Department of Economic Development, my portfolio is extremely varied but shipping remains a traditional sector and an integral part of the Island's economy with a globally recognised international register at its heart. The register has been a successful catalyst to attract maritime businesses and professional services supporting the registration and management of ships and yachts.

The team at the Ship Registry set very high standards in terms of customer-focus and dedication to quality principles. This is reflected in all that they do and is widely appreciated judging by the great feedback from satisfied clients. As such they set the standard for others in the Department to follow.

With many new initiatives ongoing, including a full on-line offering in mid-2016, the service levels and information provided can only improve. I am happy to provide the resources to ensure that the Ship Registry can stay ahead of the competition and continue to be a market leader and a flag of choice for discerning clients.

Whilst I recognise there have been difficult times for many ship owners during 2015, our Ship Registry team will continue to work with owners and operators to ensure they can retain first rate registry services at a cost which our competitors simply cannot match. Only by working in partnership can we look forward to better times.

Please take time to review this report, which reflects another year of hard work by the Ship Registry, gaining a reputation which really puts the Isle of Man on the world map.

Laurence Skelly

Minister, Department for Economic Development



; @9B `@MCB`89D5F HG`<"<"="

FLOATING PRODUCTION STORAGE AND OFFLOADING UNIT
 BUILD BY: HYUNDAI HEAVY INDUSTRIES (South Korea)
 REGISTERED: DECEMBER 2015
 LENGTH: 265.76mtr
 GROSS TONNAGE: 134462

INTRODUCTION FROM DICK WELSH IOM SHIP REGISTRY DIRECTOR

Another year gone and where does the time go?

2015 was another very busy year for the team at the Ship Registry. A year in which we have achieved a great deal and set in place change programmes which will ensure we adapt to our ever-changing environment and continue to provide the very best service to our clients.

During the year we reviewed our systems and introduced energy saving measures into our processes and procedures. The new systems were audited against the environmental management standard ISO 14001 and resulted in our gaining accreditation by LRQA in the autumn. This is one more element in our drive to align ourselves with energy efficiency, to better understand our client's needs and pass on saving for their energy efficiency initiatives.

2015 was a very difficult year, particularly in the dry bulk sector and has resulted in a number of older ships being sold on or scrapped early. Towards the end of the year we have seen a reduction in total numbers of ships on the register and a consequential loss in tonnage. That said, we still have a very healthy pipeline of ships building or due to register in 2016 and beyond, which will more than redress the balance and reduce our age profile.

We introduced on-line processes for STCW endorsement in 2015 and this has proved to be a great success, with over 50 users signed up to use the on-line facility. This has reduced errors and speeded up the process considerably. We are now processing 85% of applications the same day they are received and 90% within 5 working days. Work is currently underway to extend our on-line services to registry, secure access to ship data, payments etc. to clients in 2016.

This report demonstrates the work we have done in 2015 and shows some of the reasons why the Isle of Man Ship Registry continues to be so successful.

I hope you enjoy reading it.



Dick Welsh
IOM SHIP REGISTRY DIRECTOR

A handwritten signature in dark ink, appearing to read "Dick Welsh". The signature is fluid and cursive, written on a light-colored background.

POLICY & LEGISLATION UPDATE

The focus at the Isle of Man Ship Registry over the last few years has been to implement the Maritime Labour Convention into Manx law and to survey and issue certificates to all Isle of Man commercial vessels. Now this has been completed we have been able to concentrate on updating existing Maritime Legislation and introducing new Conventions such as the Nairobi Wreck Removal Convention into Manx law. We have also been able to work on new ways of advising clients of new International requirements and from January 2016 we have introduced Technical Advisory Notices (TANs). These are designed to give shipowners and operators notice of forthcoming changes in Regulations which are likely to require action on their part. These Notices differ from Manx Shipping Notices which provide in depth explanations or guidance about Regulations.

During 2015 a total of seven sets of Maritime Regulations were approved by Tynwald (the Isle of Man Parliament), which are briefly summarised below:

Nairobi Wreck Removal Convention

This Convention entered into force on 14th April 2015 and was extended to the Isle of Man and implemented into Manx legislation prior to this date. Because the Convention was extended prior to the implementation date it was good news for our clients as we were able to issue Wreck Removal Insurance Certificates to all Manx registered vessels of 300GT and above before the Convention entered into force. This extra workload meant the Ship Registry's Registrars worked relentlessly for the first few months of the year to ensure all of the necessary certification was issued. To increase their workload even further we were also requested to issue certification to vessels whose Flag State had not ratified the Convention.

Official Log Book

In addition to updating Regulations which adopt International Conventions, we also realise it is important to update Flag State specific Regulations and in 2015 we worked on introducing a new Isle of Man Official Log Book.



ISLE OF MAN GOVERNMENT BUILDINGS

The existing Official Log Book was significantly out of date and since its original publication (many years ago) it has been overtaken by many MARPOL, MLC and ISM reporting requirements. The project for updating the Log Book was undertaken by Robert Hunter, one of our Ship Registry surveyors. Rob initially consulted with shipowners and Masters to get as many views as possible on the practical issues of completing the Log Book. We received many responses and suggestions on how to proceed and there was a great deal of enthusiasm for maintaining a Log Book, only in a more simplified and user-friendly form. At the end of 2015 the new Official Log Book Regulations were laid before Tynwald and from January 2016 the new version has entered into use on board Manx registered ships and has been very positively received by ship's Masters

Carriage of Dangerous Goods Regulations

This project started as one set of Regulations to update the MARPOL III Prevention of Pollution by Hazardous Goods Regulations, which should have been fairly straightforward. However, following some initial research we quickly realised it was preferable to update all Manx Regulations involving Dangerous Goods and this became 3 sets of Regulations spanning both the MARPOL and SOLAS requirements and this became one of the larger and more complex projects of 2015. All of the new Regulations entered into force during 2015 and our Dangerous Goods Regulations now implement all of the latest IMO requirements

Medical Stores

Medical Stores on board ships has been an area where clients often approach the Ship Registry for clarification and requests for carrying alternative medication. It was apparent the Medical Stores list required updating and for consistency we have adopted the MCA's medical stores list. In addition, alternative medication may be used if considered acceptable by a medical practitioner. Further details can be found in MLN 4.1 published on the Ship Registry's website.

New legislation for 2016

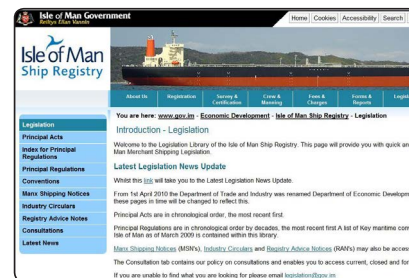
During the early part of 2016 we have some large sets of Regulations ready for Tynwald, namely the SOLAS II-1 Regulations for Construction and SOLAS II-2 Regulations for Fire Protection. Once these are completed work will commence work on Legislation updating the SOLAS Life-saving appliance requirements and implementing the 2009 MODU Code. We will also be closely monitoring the status of the Ballast Water Management Convention which is expected to be ratified during 2016.

To check the latest Legislation, Manx Shipping Notices, Consultations and Technical Advisory Notices
please visit our legislation news page

www.iomshipregistry.com/Legislation/news.xml

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 2016)

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 (Withdrawn)
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

REGISTRY ADVICE NOTICES (AS AT APRIL 2016)

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

MARITIME SHIPPING NOTICES (AS AT APRIL 2016)

MLN 001	Index
MSN 003	Accident ReportingbW
MSN 004	IOM Official Log Book and list of Crew Required Entries, Format and Guidance
MSN 005	Musters and Drills and On board Training
MSN 007	Magnetic Compass Adjustment
MSN 009	Hook Arrangements for Lifeboats, Rescue boats and Liferafts
MSN 010	Lifeboat Recovery Strops
MSN 011	LSA -Wire Rope Terminations
MSN 012	SSAS and Competent Authority
MSN 018	Requirements for Carriage of Immersion Suits
MSN 020	Recognised Organisations
MSN 022	Voyage Data Recorders – Recovery of Data
MSN 023	Enclosed Space Entry, Timber Cargoes
MSN 024	INMARSAT Fleet77
MSN 025	Tenders to Commercial Yachts
MSN 026	ECDIS
MSN 028	LRIT “Conformance Test Report”
MSN 029	IMO Unique Company and Registered Owner ID Number & Changes to the CSR
MSN 031	Means of Escape
MSN 032	Long Range Identification and Tracking of Ships – Important information
MSN 033	Pleasure Vessel Manning
MSN 034	Risk Assessment for ISM Code Compliance
MSN 035	MARPOL Annex VI Records
MSN 036	MARPOL Annex I and Changes to the Oil Record Book Parts I & II
MSN 037	Commercial Yachts – Intact & Damage Stability
MSN 038	MARPOL Annex VI
MSN 040	Fire Fighting Outfits
MSN 041	MARPOL Annex IV
MSN 042	Norsafe Lifeboat NLH 70 onload release systems
MSN 043	Revised MARPOL Annex V
MSN 044	IBC Ch.18.2 Guidance
MSN 045	Use of Private Contracted Armed Security Personnel
MSN 046	STCW Convention regulation VI/6 Security Training
MSN 047	Anti-fouling Systems Convention
MSN 048	Ship Security Plan Approval and Amendment Process
MSN 049	MARPOL Annex VI - Local Suppliers of Fuel Oil
MSN 050	Isle of Man Regulations implementing the STCW Manila Amendments
MSN 051	Isle of Man Endorsement Application Process
MSN 052	Minimum Safe Manning Requirements
MSN 054	Isle of Man LY3 National Annex
MSN 055	Nairobi International Convention on the Removal of Wrecks
MSN 056	Carriage of Dangerous Goods & Harmful Substances
MSN 057	Pending - Maintenance and inspection of fire protection systems and appliances
MSN 058	Pending - Fire protection, fire detection and fire extinction Regulations
MSN 059	Pending - Structure, subdivision and stability, machinery and electrical Regulations

TECHNICAL ADVISORY NOTICES (AS AT APRIL 2016)

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

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.

2015 HIGHLIGHTS

TRIPLE SUCCESS WITH ISO9001, ISO14001 AND IIP!



Winners of 2015 Energy Awards

The Isle of Man Ship Registry won the award for Biggest Saving, through the introduction of the Green Ship Incentive Scheme which rewards shipping companies who adopt energy efficient designs.

David Morter, Deputy Director of the Isle of Man Ship Registry, commented:

'We were delighted to win this award. The International Maritime Organisation has stipulated that all new vessels must be more energy efficient. Our scheme is simple - build or operate a vessel that exceeds the current applicable standards and we will discount your registration fees.'



Red Ensign Group Conference 2015 - Bermuda

Registrar Sarah Lisy and Ship Registry Director Dick Welsh attended the Red Ensign Group Conference in June. 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 Dick representing IOM at the 2015 REG Conference

The Isle of Man Ship Registry has been awarded certification to the internationally recognised Environmental Management Standard ISO14001 following external assessments by Lloyds Register Quality Assurance. Just two months previously the Registry had successfully completed its ISO9001 annual surveillance audit with no issues raised so the 'double' was well received.

The Department of Economic Development (to which the Ship Registry belongs) went on at the end of the year to maintain its IIP Gold accreditation improving its scores from the last assessment in 2012 and showing that the range of initiatives undertaken in areas such as employee development are paying dividends and confirming the Department's commitment to continuous improvement.



MERCHANT NAVY DAY

The Isle of Man supported Merchant Navy Day on Thursday 3rd September by flying the Manx Red Ensign from public buildings around the Island. Merchant Navy Day celebrates the role of the British Merchant fleet during the two world wars and their continued work around the globe today. Too often they are forgotten.

Endorsing the campaign HRH, The Earl of Wessex commented:

'On this Merchant Navy Day, I very much hope you will support this campaign to remember the sacrifices, salute the courage and support the future of the often unsung personnel of our Merchant Navy.'



MONACO YACHT SHOW

The Ship Registry Team experienced a busy time at Monaco this year prompting Dick Welsh to report that... "Every year the Monaco Yacht Show seems to grow in influence; and each year the Isle of Man delegation makes more of an impact. The Isle of Man booth was a busy hub of activity throughout the show and the addition of the evening drinks reception was a great success and endorsed our message of 'Isle of Man Where You Can.'"

The 2015 team consisted of Senior Surveyor Angus Lamming, Registrar Denise Gartshore, Director Dick Welsh (pictured top left) and John Garland DED Head of Corporate Financial Services (pictured right)



CHARITY GOLF RAISES £10,000 FOR KING GEORGE V FUND FOR SAILORS

This year saw our total raised break the £10,000 barrier. Presenting this year's cheque at the annual Trafalgar Ball, Ray Ferguson, Ship Registry Quality Manager and event organiser, paid tribute to those teams and sponsors who supported the golf day, several who had been involved from the first competition six years previously.

The day itself attracted another full field of players who set off in bright conditions seeking to pick up one of the individual prizes or, better still, the coveted winner's trophy. A tight finish with only 2 points separating the top three teams saw IOM Steam Packet (pictured) take the honours.



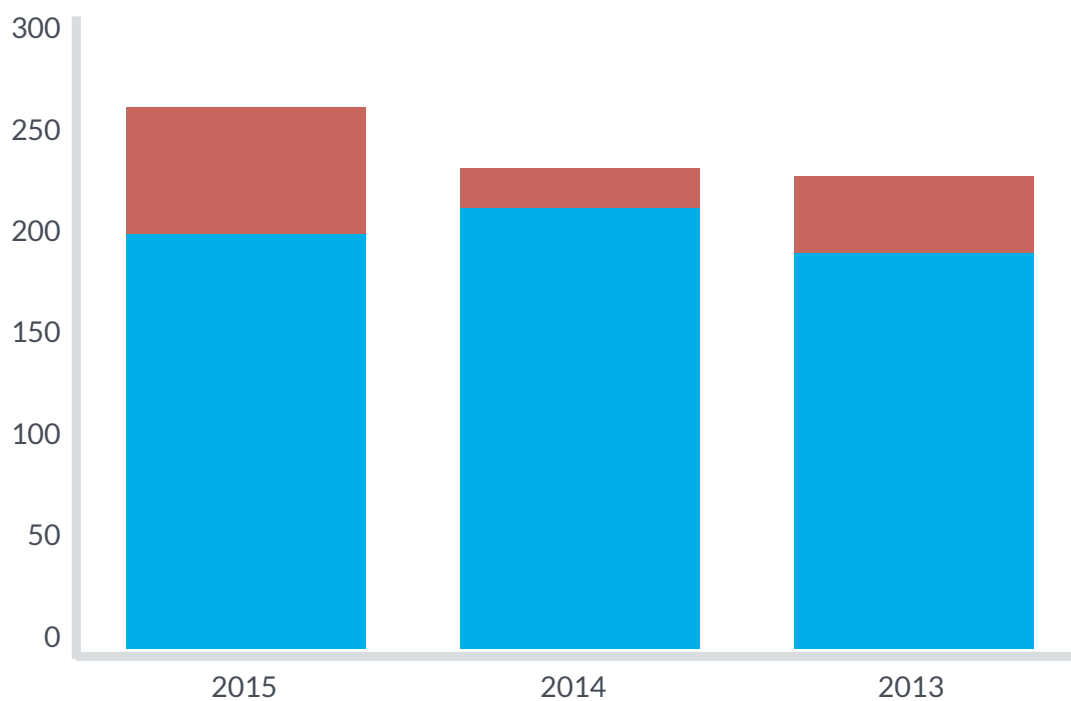
Our thanks goes to the following sponsors for their continuing support:

*Shoprite (IOM) Ltd - Equiom Trust Company Ltd - IOM Steam Packet Ltd
Ernst & Young LLC - Sea Breezes Publications Ltd - Thomas Miller Ltd - PDMS Ltd
PricewaterhouseCoopers LLC - Manx Ocean Group - Rowany Golf Club*

SURVEY & INSPECTION ACTIVITY

Just over 250 non-conformance notices (NCN's) were issued by the Isle of Man during 2015. Continual analysis of the non-conformance types allows the surveyors to focus on specific areas where advice can be targeted towards driving down common deficiencies as well as increasing awareness of ship owners and operators of where improvements may be made. Isle of Man surveyors work alongside ship owners and seafarers to ensure that a high level of service is delivered in a pragmatic and timely manner.

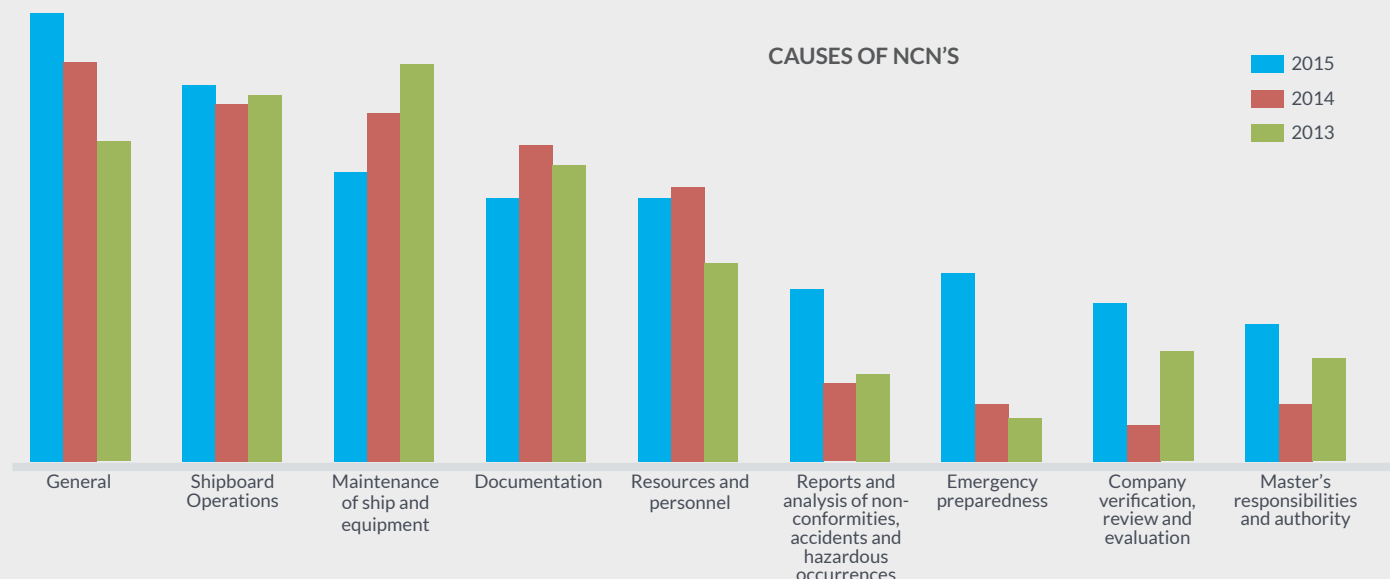
A total of 317 separate vessel or company inspection visits were made by IOM surveyors or Ship Registry appointed contractors.



NUMBER OF NCN'S RAISED

DOC ■ SMC ■

The graph below illustrates the main causes for NCN's being issued, with failure to comply with mandatory rules and regulations (other ISM), Shipboard Operations and Maintenance being the main reasons for non-conformities.



SURVEYORS AT WORK

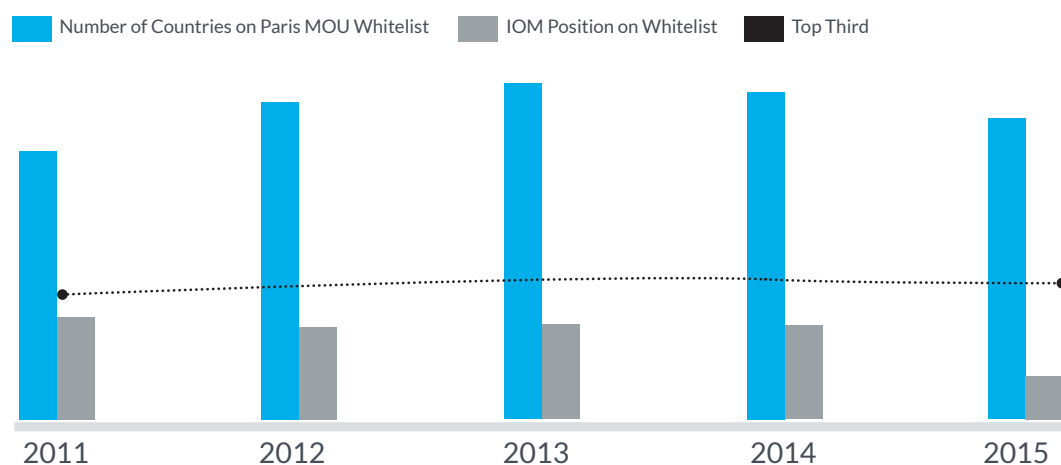
On average, each Isle of Man surveyor will carry out around 22 inspections/surveys each year often travelling for several days to reach a vessel's port. Whenever feasible they will visit several vessels on a single trip to capitalise on their presence in the area. We also have dedicated contracted surveyors in strategic locations around the world that allow for the quality provision of inspection services where survey travel time and costs can be significantly reduced for the vessel owners or operators.

Apart from their inspection roles, Isle of Man surveyors maintain contact with clients at the building and repair yards. They may also attend conferences, IMO meetings and working groups. Providing timely and satisfactory responses to client queries on technical and/or regulatory requirements or simply advising on certification and training of crew keeps the surveyor fully occupied when not travelling.

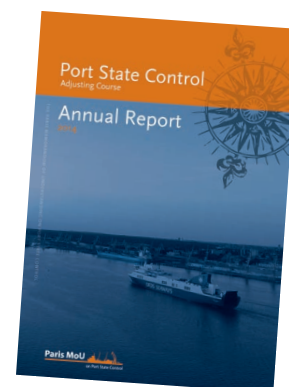


PORT STATE CONTROL - PERFORMANCE

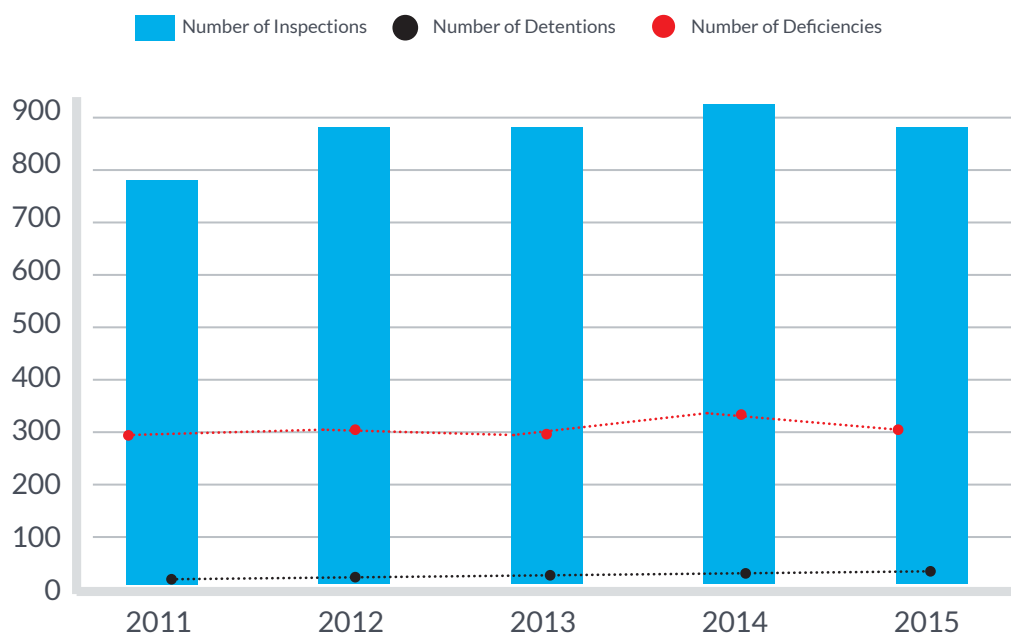
The Isle of Man Ship Registry actively gathers and analyses PSC statistics on all of its vessels in order to monitor patterns and trends. The information available allows us to take a positive role by providing an overview of fleet and company performances. Whilst we cannot control events at PSC inspections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



IMPROVED POSITION IN THE TOP THIRD OF THE PARIS MOU WHITELIST



PSC DATA 2011 - 2015



5 YEAR PSC DATA ON ISLE OF MAN FLAGGED VESSELS (WORLD WIDE)

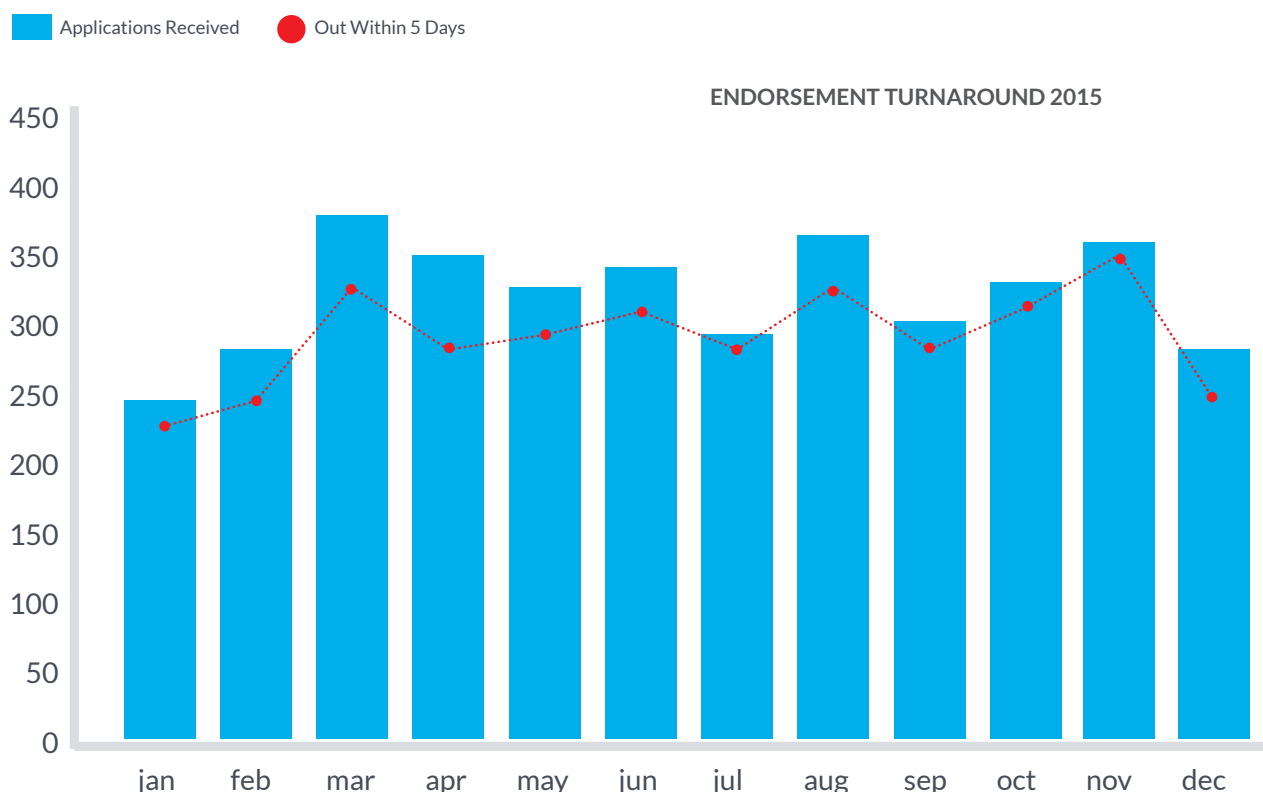
STCW update...

Although the Isle of Man Ship Registry does not issue its own Certificate of Competency it is required by regulation 1/10 of the STCW Convention to issue an endorsement recognising a National Certificate of Competency. 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.

The Ship Registry processes in excess of 3,000 applications each year for STCW endorsements and in 2015 introduced a key online service where crew managers can apply and submit all supporting documentation electronically, vastly improving the service delivery to clients located around the world. Over 90% of completed applications received are processed within 5 days with, on average; over 70% being processed in just 1 day.

The new online service was initially tested by two of the Ship Registry's major clients and both hailed it as a great success, praising in particular its ease of use. Having passed client testing, the online system was immediately made available to all of the Ship Registry's clients.

As well as greatly improving the service for clients by reducing application times, the online system also makes a significant impact on our paper usage providing an estimated 250kg saving to date.



WHAT CLIENTS TOLD US IN 2015...

A selection of client comments from throughout the year

The surveyor was professional, informative and meticulous

I would like to take this opportunity to commend your wonderful team. It is a pleasure working with them and you should be very proud of the professional team you have.

The auditor was very helpful and commutative throughout the whole audit process.

Super service as usual!

As always very grateful and fantastic service from the IOMSR.

The entire audit regime was conducted in a very professional manner.

Superstar.....thanks a million!!

Talk about service! Thank you.

In general there is only one question you need to ask us; are you satisfied? Answer, Very much indeed!



Thank you very much for the splendid support of your good office. No other flag State of our fleet has worked that quick and issued all certificates already.

Thank you for such a swift and efficient (and pleasant) service.

Absolutely excellent support.

Really also appreciate the approach and depth of everything you covered as well as the time to discuss

Thank you very much indeed. Wish our registration office was 'on the ball' like you guys, would certainly make things a lot easier.

Always the best service from the IOMSR!

The work has provided a clear and unambiguous model of our work flow, highlighted areas for improvement and will be an extremely useful tool for assisting us in designing our future business model.

Thank you for your valuable and lightning assistance.



It has been a pleasure dealing with you and your department!

As usual, always a very prompt and comprehensive support which is very much appreciated.

Congratulations on the outstanding service, as always.

You are an angel...thanks so much!

Many thanks for prompt response – as usual.

You are the best. No other registrar of the other flag States managed to issue the COR at the same day.



***Fantastic result!
Well done everybody.***

***You are the best.
Thank you so much***

I know that the new owner appreciates everyone's efforts

***Ship Registry – “Thank you for your kind words – we do try to set the benchmark”
Client – “You DID!”***

As always, prompt and efficient!

***That was fast, as always,
highly appreciated with thanks!***

PEOPLE PROFILE

MARTYN OATES – POLICY AND RESEARCH OFFICER



Martyn Oates joined the Isle of Man Ship Registry team in December 2015 as Policy & Research Officer, working within the Technical & Legislation Team. His role within the Ship Registry will be primarily focused upon the smooth implementation of forthcoming legislation, including the Ballast Water Convention and amendments to the SOLAS Convention. Martyn will be involved in drafting and updating Manx Shipping Notices and Maritime Labour Notices, maintaining the legislation news section of the Ship Registry website, as well as advising clients on policy matters when they have cause to contact the Ship Registry.

Prior to his role at the Ship Registry, Martyn was employed in the private sector at one of the Isle of Man's leading Corporate Service Providers who specialise in yachting. Before leaving he held a managerial position and oversaw a team of yacht administrators.

During his time in the private sector, Martyn was approved by the Isle of Man Financial Services Authority to act as a Director of yacht owning companies and oversaw the day to day management of an extensive fleet of private and commercial yachts, registered in all of the world's leading yacht registries. His duties included liaising with owners, flag states, insurance companies, technical and ISM managers, masters and crew to ensure the smooth operation of yachts all year round, through the charter season and annual surveys. He was also heavily involved in the implementation of MLC 2006 and worked extensively on development of yacht specific MLC procedures.

He also specialised in VAT and financial planning and has experience of attending industry events such as the Monaco Yacht Show and Southampton Boat Show.

Martyn graduated from Lancaster University in 2008 with a BA Honours degree in Economics and International Relations, with his studies having a particular emphasis on international trade. Prior to this he studied at Castle Rushen High School in the south of the Isle of Man.

Outside of the office, Martyn plays cricket for Crosby Cricket Club, enjoys playing golf, and has a keen interest in football, (Blackburn Rovers), American football and many other sports.

Martyn married his long-time partner, Lauren, in the summer of 2015 at Niagara Falls, Canada.



BW SINGAPORE

GAS CARRIER

BUILD BY: SAMSUNG HEAVY INDUSTRIES Co LTD (South Korea)

REGISTERED: AUGUST 2015

LENGTH: 282.52mtr

GROSS TONNAGE: 106793

MARITIME LABOUR CONVENTION

For Isle of Man registered ships to which the MLC applies, the Isle of Man Ship Registry is the “Competent Authority” as defined in Article II (a) of the MLC and is responsible for implementing the Isle of Man’s obligations under the MLC.

Therefore in accordance with the MLC Regulations the following inspections are carried out:

- Inspections in order to certificate Isle of Man registered ships of 500 gross tonnage or over engaged in international voyages pursuant to the requirement of MLC 5.1.3/6.
- Inspections of ships less than 500 gross tonnage operating commercially.
- Inspections in order to certificate recruitment and placement services based in the Isle of Man pursuant to the requirement of MLC A1.4/2.

Inspections may also be carried out under the following circumstances:-

- Isle of Man registered ships worldwide to which the MLC applies where a complaint has been made.
- Foreign flag ships to which the MLC applies in Isle of Man waters subject to a Port State Control (PSC) inspection (MLC 5.2.1).
- Foreign flag ships to which the MLC applies in Isle of Man waters where a complaint has been made (MLC 5.2.2).

The IOMSR endeavours to conduct all MLC inspections its own surveyors who fulfil the requirement of “inspector” as prescribed by MLC A5.1.4/7. Surveyors from the Ship Registry are empowered to conduct inspections at appropriate intervals and at any other time when given cause to do so. Our surveyors have been trained to carry out MLC inspections in accordance with the requirements of MLC A5.1.4 and MLC B5.1.4.

Following an inspection of a ship or premises a report is made by the surveyor including a list of any deficiencies to be rectified. A deficiency list stating what items are to be rectified is left with the ship’s master or premises representative before the inspector leaves the ship or premises. MLC reports issued to the ship’s master are required to be displayed in a conspicuous place on board.

On the ships where deficiencies were identified requiring rectification, the deficiencies can be broken down as follows.

Deficiencies raised regarding:	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	Total
1. Minimum Age					
2. Medical Certificates		2		1	3
3. Qualification of Seafarers	3	5	2	1	11
4. Seafarer Employment Agreements	10	11	11	9	41
5. Use of any Licensed, Certified or Regulated Private Recruitment and Placement Service	1	2	2	2	7
6. Hours of Work and Rest	1	1	6	3	11
7. Manning Levels for the Ship					
8. Accommodation	2	6	4		12
9. On Board Recreational Facilities					
10. Food and Catering	11	2	6	2	21
11. Health and Safety and Accident Prevention	3	8		5	16
12. On Board Medical Care	1	1	1	1	4
13. On Board Complaint Procedures	2	2	1		5
14. Payment of Wages	2			1	3
Total	36	40	33	25	134

The table below shows a comparison of 2015's MLC inspections and deficiencies compared with the previous 2 years.

	2013	2014	2015
Number of Inspections	217	258	160
Ships with no MLC Deficiencies	60	110	89
Ships with MLC Deficiencies	157	148	71
Deficiencies raised:	430	429	134
1. Minimum Age	8	1	
2. Medical Certificates	38	16	3
3. Qualification of Seafarers	19	35	11
4. Seafarer Employment Agreements	129	102	41
5. Use of any Licensed, Certified or Regulated Private Recruitment and Placement Service	35	19	7
6. Hours of Work and Rest	23	37	11
7. Manning Levels for the Ship	2	1	
8. Accommodation	8	25	12
9. On Board Recreational Facilities	5	3	
10. Food and Catering	45	64	21
11. Health and Safety and Accident Prevention	85	79	16
12. On Board Medical Care	7	18	4
13. On Board Complaint Procedures	24	18	5
14. Payment of Wages	2	11	3

All deficiencies were resolved to the satisfaction of IOMSR.



Isle of Man inspectors attended 160 Isle of Man registered ships world wide and 8 premises on the Isle of Man in 2015. The number of inspections fell in 2015 compared to the previous years since the demand for inspections has fallen after the high demand for Initial Inspections following the inception of the MLC.

Of the deficiencies issued to ships by Isle of Man surveyors the biggest source of deficiencies relates to seafarer employment agreements accounting for 31% in 2015. This follows the same trend as the previous years.

Overall, seafarer documentation (i.e. qualifications, medical certificates and seafarer employment agreements) remains a continuous source of deficiencies relating to seafarers.

MLC inspections are an important part of the ship's survey regime conducted by Isle of Man Ship Registry. The process of conducting MLC inspections will be continually reviewed by the Isle of Man Ship Registry to ensure continued effectiveness.

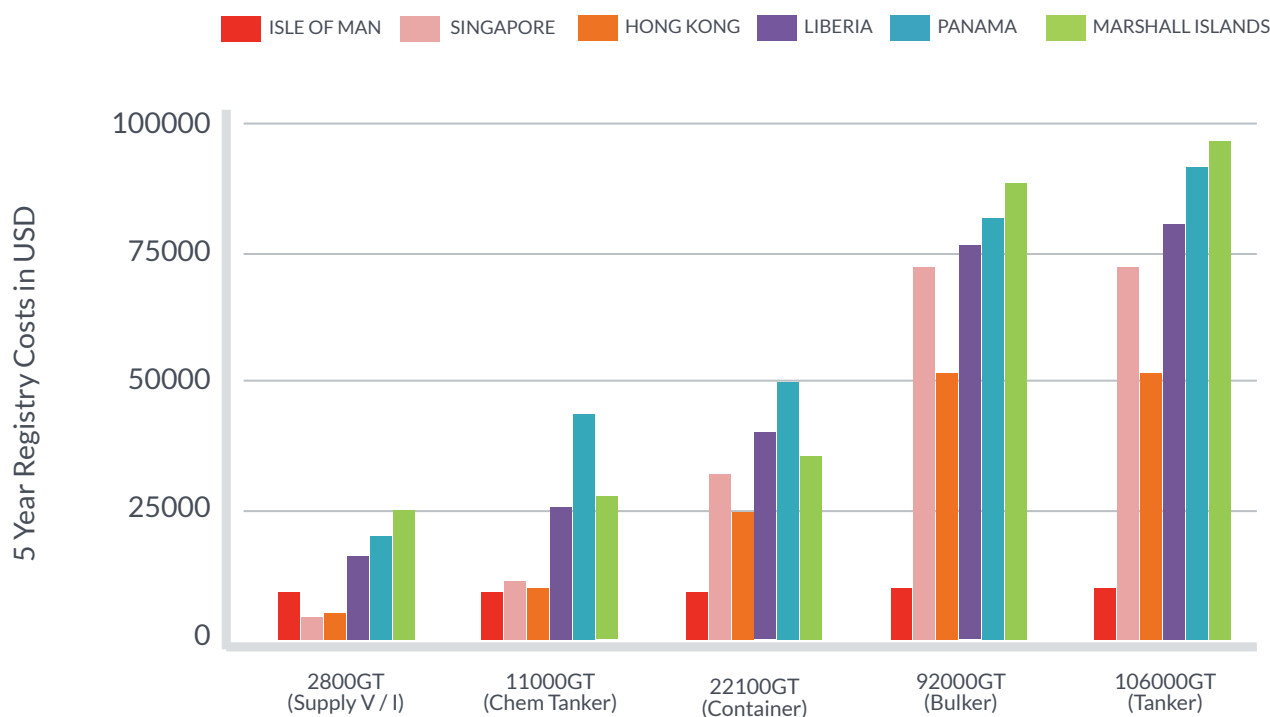
REGISTRATION

The work of the dedicated team of registrars continues to impress Ship Registry clients proving that their friendly customer service approach alongside the 24/7 service that they provide is instrumental in meeting the needs of today's discerning shipowners and operators. We know that offering a quality service is paramount and continually strive to provide solutions that are attractive to our clients. It is worth noting that the 24/7 availability of registrars is offered at no additional cost to clients, reflecting the Ship Registry's aim to keep costs as low as possible with strategic initiatives such as;

- no tonnage dues
- no annual inspection fees
- no consular fees
- no casualty investigation fees
- Discount scheme for multi-ship fleets registered (up to 25%)
- Non-profit making maritime administration funded by government
- Annual registry fee £1625 per year (approx. USD \$2,500)
- Block fee scheme available for survey and audit fees
- 'Green ship' incentive - fee reduction for eco-friendly ships

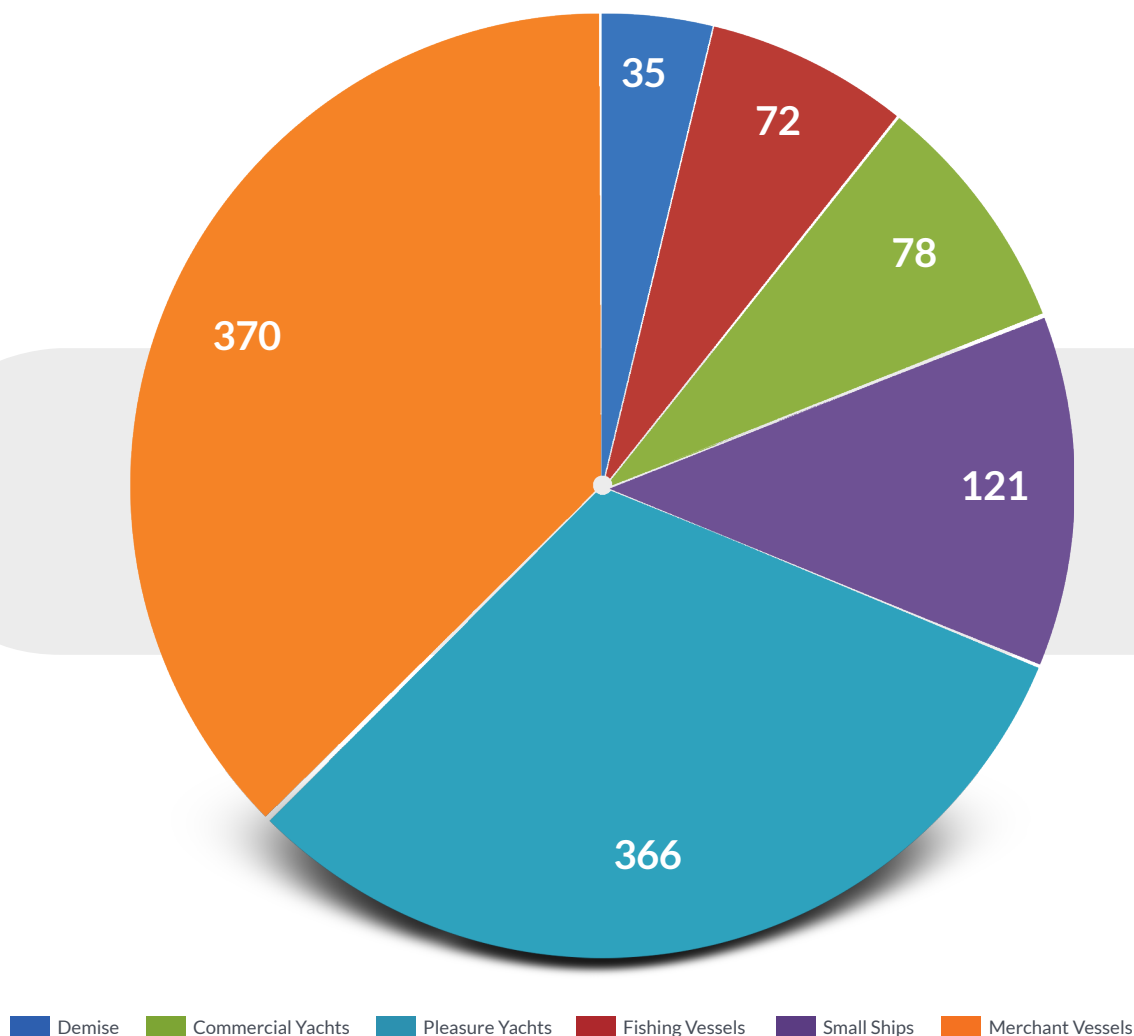


The registry attracts a wide range of vessel types from private pleasure yachts to specialist merchant ships onto the Isle of Man flag. On average the registrars have been dealing with 9 new registrations each month and also kept busy with vessel deregistration and the issuing of Continuous Synopsis Records, Liability Certificates, Logbooks, Discharge Books and Bunker Certificates.

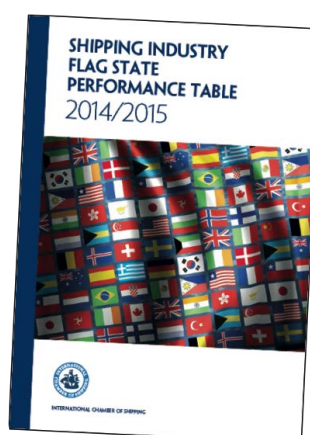


We maintained our position on Clarkson Research Services 'World Fleet Monitor' recorded as the world's 14th largest fleet and with an average vessel age of just 10.2 years the Isle of Man fleet was the 4th youngest in the top thirty flag states. We were also highly placed in Lloyds List Top 100 Flags and were pleased to be among only 14 flag states out of 113 to have zero negative indicators in the Shipping Industry Flag State Performance Table published by the International Chamber of Shipping.

BREAKDOWN OF ISLE OF MAN SHIP REGISTERS AT END OF 2015



ISLE OF MAN SHIP REGISTRY IS WELL PLACED
WITHIN INDUSTRY PERFORMANCE TABLES



CASUALTIES, ACCIDENTS & INCIDENTS

Reported Casualties, Accidents, Incidents, Injuries and Deaths on Isle of Man Registered Ships in 2015

The Isle of Man Ship Registry 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 in 2015.

	Total	Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Offshore / Standby	Other Cargo Ship	Commercial Yacht	Pleasure Vessel	Fishing Vessel	Cases involving death:	Cases involving serious injury:	Cases involving minor injury:
Casualties	35	-	6	-	5	9	6	6	3	-	-			
Accidents	27	4	7	-	4	2	5	3	1	1	-			
Incidents	22	1	7	-	2	6	2	3	1	-	-			
Total	84	5	20	0	11	17	13	12	5	1	0			
The above casualties, accidents and incidents were classified into the following occurrences:														
Collision/Allision - significant damage, foundering, stranding	9	-	2	-	-	1	1	3	2	-	-			
Collision/Allision, touch sea bottom - no/minor damage	8	-	1	-	2	1	1	3	-	-	-			
Fire	10	1	4	-	2	-	2	1	-	-	-			
Pipe Systems: Explosion	1	-	1	-	-	-	-	-	-	-	-		1	
Collapse or Bursting	1	-	1	-	-	-	-	-	-	-	-		1	
Sudden uncontrolled Release of any substance from a system or pressure vessel	6	-	2	-	-	2	-	1	1	-	-		2	
Accidental ignition of flammable material	1	-	1	-	-	-	-	-	-	-	-			
Electrical Short Circuit or Overload	1	-	-	-	-	-	-	-	1	-	-			
Failure of any Lifting device	1	-	-	-	-	1	-	-	-	-	-		1	
Slips or Falls (same level)	9	2	1	-	1	-	3	1	-	1	-		3	6
Slips of Falls (different levels)	5	-	1	-	1	2	1	-	-	-	-		4	1
Involving mooring Ropes or Hawses	1	-	1	-	-	-	-	-	-	-	-			
Involving Lifting Equipment	4	-	1	-	-	1	1	1	-	-	-		2	2
Man overboard	1	-	-	-	-	1	-	-	-	-	-		1	
Electric Shock	1	-	-	-	-	-	1	-	-	-	-		1	1
Moving about - no fall, no handling	2	-	-	-	-	1	-	1	-	-	-	1	1	
Moving about - manual handling	2	-	-	-	1	-	-	1	-	-	-		1	1
Involving Rescue boat/lifeboat/liferaft	2	1	1	-	-	-	-	-	-	-	-			1
Maintenance - Machinery	10	-	1	-	4	3	2	-	-	-	-		4	5
Maintenance - other	4	-	2	-	-	-	1	-	1	-	-		1	3
Cargo Hold Cleaning	1	-	-	-	-	1	-	-	-	-	-		1	
Navigation - Machinery/Equipment failure	4	1	-	-	-	3	-	-	-	-	-			
Navigation - other	1	-	1	-	-	-	-	-	-	-	-			
Total	84	5	20	0	11	17	13	12	5	1	0			
Cases involving death:								1				1		
Cases involving serious injury:			4		4	8	4	2					22	
Cases involving minor injury:		3	4		4	2	4	2	1	1				21

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

Number of deaths on board: 2
 Number of people with serious injuries: 23
 Number of people with minor injuries: 22

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.

In 2015 the Isle of Man Ship Registry attended two Isle of Man registered ships to conduct a Safety Investigation concerning the following:-

TYPE OF SHIP	NATURE OF CASUALTY
Other Cargo	Fire in cargo hold. Investigation ongoing.
Other Cargo	Enclosed space deaths and asphyxiation. Sally Ann C – Report published in 2015.

Investigation reports published in 2015 were as follows:-

TYPE OF SHIP	NATURE OF CASUALTY
Sally Ann C	Death of the Chief Officer, Chief Engineer and serious injury to the 2nd Officer when entering a cargo hold with an oxygen depleted atmosphere.
Nordic Visby	Death of the Fourth Engineer in the engine room workshop.

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

www.iomshipregistry.com/formsdocs/reports/casualty

For more information please refer to the 2015 Summary Report of Casualties, Accidents and Incidents on Isle of Man Registered Vessels (published April 2016) available on the website.

www.iomshipregistry.com/formsdocs/reports/summaryreports



Out and About...

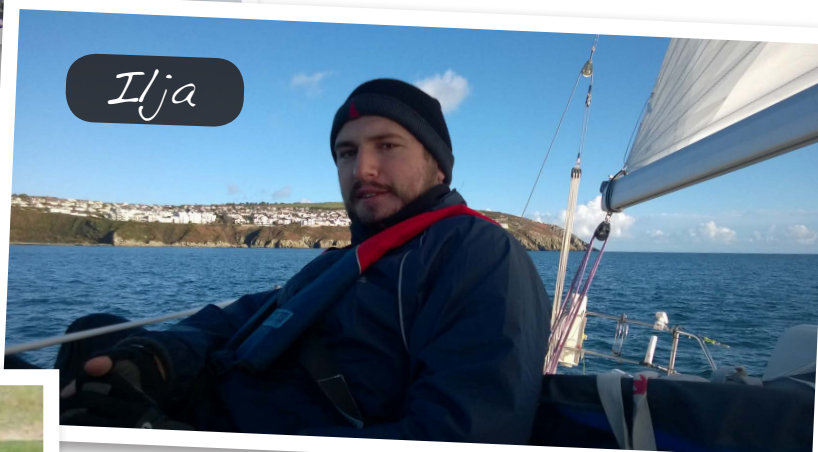
Dave G



Dick



Ilja



Roy



Dave M





Chris



Paul



Angela



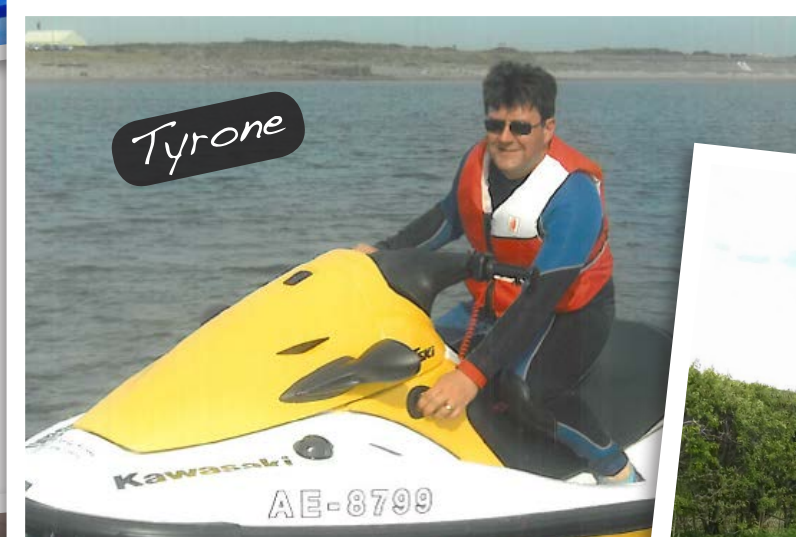
Sarah

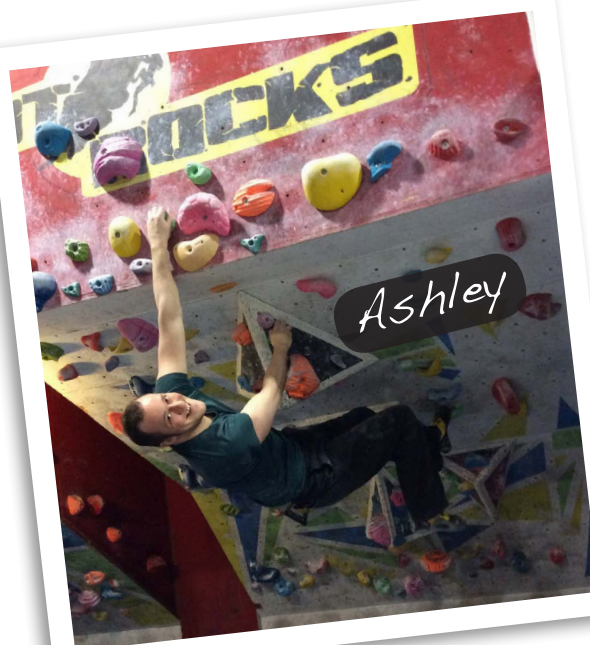


Martyn



Graeme





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- 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 ISF Performance Tables

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

 Denotes - Isle of Man office

Clients include:





S/Y FIDELIS

MOTOR AND SAILING YACHT
BUILD BY: PERINI NAVI SpA (Italy)
REGISTERED: JUNE 2011
LENGTH: 49.70mtr
GROSS TONNAGE: 496

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