

Isle of Man
Ship Registry
ANNUAL REPORT

2025

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



DIRECTOR'S INTRODUCTION

By Cameron Mitchell

Following a brief hiatus, I am delighted to present the 2025 Annual Report of the Isle of Man Ship Registry. This report marks a continuation of our tradition of transparency and spotlights a year defined by the continued pursuit of both higher standards and strategic evolution.

It is clear that the global marketplace for flag state services is increasingly competitive; in such an environment, to remain stationary is to fall behind. Our strategy is therefore built upon two core pillars: pioneering innovation and regulatory excellence.



Driving Innovation

A primary focus in 2025 was enhancing our appeal to the commercial yacht sector. We introduced two major initiatives designed to position the Isle of Man as the premier choice for new registrations:

The Yacht Engaged in Trade (YET)

Scheme: This flexible framework allows yachts to participate in specific charter activities without the need to alter their underlying Certificate of Registry, all while maintaining rigorous safety benchmarks.

Our Aon Yacht Insurance Partnership:

In a global first, we have partnered with Aon to offer an exclusive insurance product. This provides Isle of Man registered yachts with significant advantages, including reduced premiums, increased sub-limits, and lower deductibles, all backed by a world-renowned underwriter.

These innovations have been expertly complemented by the business development activities of our yacht survey team. Under the leadership of Chris Martin and Carlo Vinelli, we have made significant strides in strengthening relationships with both new clients and yacht-builders. With 38 newbuild projects currently underway, the yachting sector is a source of optimism at a level not seen since the VAT changes of 2010. It is my hope that this can be a catalyst for renewed growth in the Isle of Man's yachting sector more broadly.

2025 also saw the appointment of Graeme Somerville-Ryan as our Business Development Director, a new role which

will be integral to our continued efforts to enhance our customer service offering, and to grow the Isle of Man fleet. Graeme brings to the Ship Registry a wealth of experience, having been consulting for a wide range of maritime companies since 2012, and most recently serving as the Business Development Director (Asia) for a prominent Norwegian shipping law firm. He may also be known to some of you as the founder of Eyesea, a well-known non-profit maritime pollution mapping initiative.

Beyond these flagship projects, we continue many smaller projects to modernize our broader offering. This includes the transition to digital Official Log Books and further enhancements to our industry-leading 'Green Fees' scheme

Maintaining Regulatory Integrity

While we strive for innovation, we remain dedicated in our core responsibilities as a flag state and regulator. Our commitment to ensuring legislation is fit for purpose directly impacts vessel safety, pollution prevention, and the welfare of seafarers.

Survey services have also seen an investment with the recruitment of talented new surveyors, and investment in a 'smart' digital platform to manage Port State Control performance, Risk4Sea.

Our success in these areas is validated by our recent PSC White List performance. I am pleased to report that the Isle of Man has climbed seven places on the Paris MoU

White List and successfully maintained its Qualship 21 status with the US Coast Guard. These achievements reflect the dedication of our survey and policy teams in ensuring our fleet meets the highest international standards.

Let me close by thanking all our new and existing clients who have worked with us throughout 2025.

I hope you find the report informative and that it provides a clear insight into the Registry's ongoing commitment to maritime excellence. I look forward to writing again in the 2026 annual report, when we will unveil more exciting developments.



POLICY AND LEGISLATION UPDATE

Throughout 2025, the Policy & Legislation team worked to further strengthen the Registry's regulatory framework. We focused on keeping all guidance, processes and publications up to date with international requirements and industry expectations. This year brought several important developments, including new international codes, updated statutory notices, and improvements to our technical instructions and internal procedures. We're pleased to provide some information on our most important projects.

Amendments to the Maritime Labour Convention (MLC)

We amended our Regulations to implement the most recent MLC amendments from 2022, as well as overdue updates from 2020 and 2016. The most significant update was the mandatory requirement for the provision of social connectivity to seafarers living and working onboard ships, including internet access. This was an important step in ensuring that living and working conditions for seafarers are broadly comparable with shore-based workers.

A vital part of the project was to consider what internet access actually meant in practice – in the end we stopped short of prescribing minimum speed or data allowances, in part because we hope that as technology and connectivity improves, speed and data allowances will correspondingly improve. Instead, we decided to define it by function; that is to say it must be sufficient to allow certain essential functions e.g. messaging and web-based calling, social media, emails, access to websites and internet banking.

We were also conscious that in some cases, provision of internet access to seafarers may result in less face-to-face interactions between crew members in their rest periods, and an associated loss of kinship and support. As a result, we also asked our Shipowners to consider how they could equally encourage onboard 'social connectivity'.

Official Log Books – the Last Frontier in Digitisation

We had known for a while that the Official Log Book was the last statutory record book that was required to be kept in hard copy onboard the ship. Amendments to Conventions to facilitate electronic recording, specifically MARPOL and Ballast Water Management had shown that it is now a proven technology with little downside and many potential upsides if applied correctly. So, we set to work on creating a framework that would allow shipowners to maintain their Official Log Book digitally.

In doing so, we were aware that the majority of clients will have an established relationship with an electronic log book provider, and so we opted not to produce a single product that must be used. Instead, we chose to set out our acceptance criteria and open up approvals to any provider who might wish to make a product to those standards.

We tried to align as closely as possible with the existing frameworks for approval – so for a Technical Standards, we allowed acceptance of either MEPC.312(74) or ISO 21745:2019. Then, the Ship Registry performs a brief check of the content of the Official Log Book against the flag state specific items needing to be recorded which are in MSN 004.

Once the product has been approved, it is recorded in Chapter 8 of MSN 004 and may be used onboard any vessel.

Revised Technical Instructions to Class

In 2025, we completed an update of the Technical Instructions to Recognised Organisations and their Surveyors, issuing a new 2025 edition to strengthen co-operation with our Recognised Organisations in respect of delegated survey and certification work.

Future Focus – What We’re Working on for the Coming Year

Modernising our Regulations for Offshore Energy

A major focus for the forthcoming year is the modernization of the Isle of Man’s Merchant Shipping legislation to ensure a robust regulatory regime for offshore developments within Manx territorial waters. Our most immediate priority in this regard is the proposed Mooir Vannin windfarm development.

While the specific vessel types and construction details are still being finalized, we have conducted a gap analysis of our existing legislative framework. We anticipate a significant shift from the fishing and convention-size vessels currently operating in our waters toward more specialized offshore craft that may fall out of convention regulations. Consequently, our analysis has identified four areas where legislative updates are required to accommodate vessels that fall below convention size or require specialist codes:

High-Speed Offshore Service Craft (HS-OSC) Code: Adopting the UK code for specialized high-speed vessels used to transfer industrial personnel.

SOLAS Chapter XV and the Industrial Personnel (IP) Code: Implementing the IMO framework for the safe carriage of industrial personnel.

Workboat Code: Adopting UK standards for certain commercial vessels below convention size.

MODU Code: Applying the IMO equivalent to SOLAS for Mobile Offshore Drilling Units, which may be essential for wind turbine installations.

To facilitate these updates, we are currently reviewing the Merchant Shipping Act 1995 to ensure the necessary powers are in place to enact these regulations via secondary legislation. Our objective is to have the majority of these regulations in place by the time of next year’s report.

Publication of a New Edition of the Master’s Handbook

Work is now underway on a revised edition of the Master’s Handbook. The updated version will provide clearer, more practical guidance for master’s and ensure the handbook reflects the latest regulatory and operational requirements.

QUALITY, DATA & SYSTEMS UPDATE

Quality Management & Certification

Throughout 2025, the Ship Registry continued to demonstrate strong performance across its quality management systems. We successfully maintained our ISO 9001 (Quality Management) and ISO 14001 (Environmental Management) certifications, with recent audits confirming that our processes remain effective and that the team continues to uphold high operational standards. Audit findings also highlighted improved coordination across the organisation, supported by our structured monthly planning review meetings, which play an important role in reviewing operational performance, monitoring data trends, and identifying emerging risks at an early stage.

Data, Reporting & Performance Analysis

Access to operational and performance data has continued to improve, with information now regularly available through Power BI and PM3. The main Power BI report is published on SharePoint and Microsoft Teams, giving staff quick access to real-time insights. Improvements in data collection and reporting remain a priority. Internal audit recognised the Registry's progress; however, onward reporting to third-party bodies—particularly the Red Ensign Group—requires further strengthening.

Digital Transformation & Systems Development

Work has continued on the long-term Ship Registry Systems Development Project, which has now entered the business analysis phase. This multi-year programme is expected to run for approximately two years, followed by ongoing maintenance and enhancement. The project presents both opportunities and challenges, requiring significant resource commitment. Managing deadlines, meeting performance targets, and supporting ongoing development will remain key priorities to ensure the project delivers maximum value.

Challenges, Lessons Learned & Improvements

Balancing operational workload with project demands has remained a key theme throughout the year. The development project is resource-intensive, requiring staff to contribute specialist knowledge alongside daily responsibilities. Key lessons include the importance of consistent data quality, the need for streamlined reporting

pathways, especially for the Red Ensign Group—and the ongoing value of joined-up planning through monthly review meetings.

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

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

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

STCW UPDATE

The STCW team continued their usual strong performance throughout 2025, processing applications for flag state endorsements (FSEs) promptly and supporting seafarers and operators with timely certification services. We remain committed to a responsive and reliable FSE service that meets or exceeds international standards.

Endorsement Activity 2025

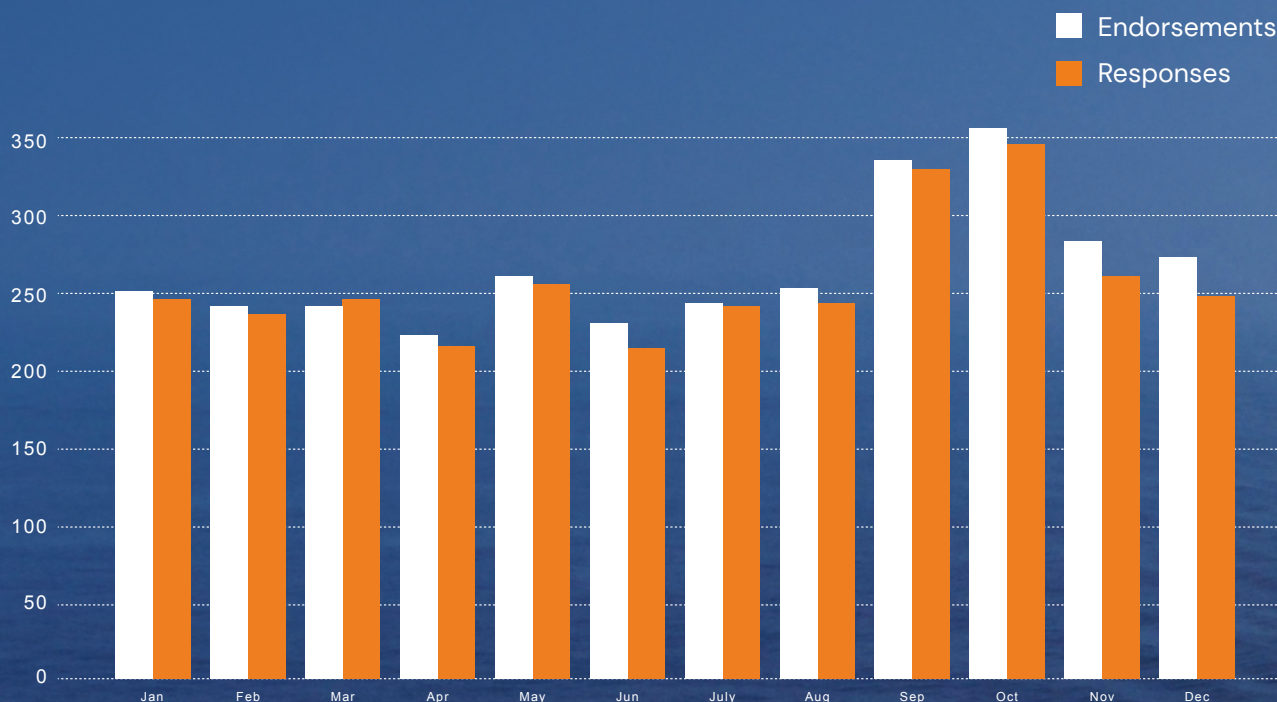
During 2025, our STCW Team displayed the following KPIs:

- A total of 3,119 FSEs were issued in 2025;
- Most FSEs were issued on the same day, reflecting ongoing enhancements in processing efficiency;
- 99.29% of FSEs were supported by successful CoC verification.

When issuing a Flag State Endorsement, verifying the validity of the underlying Certificate of Competency (CoC) directly with the issuing administration is a critical safeguard against fraud and other non-compliance. This direct government-to-government verification confirms that the seafarer's qualifications are genuine, currently valid, and have not been suspended or revoked.

Failing to perform this check introduces substantial risk, potentially allowing unqualified personnel to hold key safety or policy roles onboard. By securing absolute confirmation from the source country, a registry upholds international STCW compliance standards, protects the safety of the vessel and crew, and maintains its own reputation as a high-quality, trusted flag administration.

The below graph represents our success rates by month in achieving this vital safeguard.



Staff Update

Cross-team training within the Ship Registry has enabled more colleagues to manage applications and issue Endorsements, driving stronger internal collaboration and supporting resilient, uninterrupted service delivery.

THE BEST OF BOTH WORLDS:

A Closer Look at the Isle of Man YET Scheme

In 2025, the Isle of Man Ship Registry officially launched the Yacht Engaged in Trade (YET) Scheme, and it's already changing the game for owners who want more flexibility. The goal was simple, to create a regulatory regime for private yachts that want to pick up the occasional charter without the headache of switching to full commercial registration.

What is the YET Scheme?

Essentially, it's a 'middle ground' framework. Based on well-established industry precedents, the scheme allows private yachts to undertake limited commercial activities while maintaining their primary status as a pleasure craft.

Throughout its first year, we've worked closely with yacht managers and surveyors to ensure the transition is smooth.

The feedback has been incredibly positive, with strong interest from both current Manx-registered yachts and those looking to join the flag.





The Nuts and Bolts

If you're considering the scheme for 2026, here are the key details you need to know:

Who can join? The scheme is open to yachts 24m or over built to the REG Yacht Code Part A (Or applicable version of the Large Yacht Code).

The 84-Day Rule: Yachts on the scheme can undertake limited charter activities in designated EU waters (currently France, Monaco, and Greece) for up to 84 days per year.

Safety Comes First: To keep things simple and safe, to stay enrolled on the scheme the yacht must comply with commercial regulations at all times, even when you're using it privately.

Certification: You'll be issued with a Pleasure Certificate of Registry, which will be supplemented by Temporary YET Registration Certificate when you have paying passengers on board.

How the Fees Work

We've kept the financial side straightforward. Since the yacht is mostly for private use, you'll pay standard Pleasure Yacht Annual and Registry Fees. However, because the yacht has to be maintained to a professional commercial standard, the survey and certification fall under our commercial yacht fee scheme, known as 'CYFS'.

Looking Ahead

The introduction of YETS is really about being responsive to how the industry is changing. It gives owners and managers the clarity they need to plan their seasons with confidence, knowing exactly what the survey expectations and certification pathways look like.

As we move through 2026, we expect to see even more uptake. We're continuing to listen to feedback from operators to make sure the scheme stays practical and keeps meeting the needs of the modern yachting world.

A Note About Tax Advice

While the YET Scheme provides a clear regulatory and safety pathway, based on many years of established precedent, it is important to remember that charter activity involves complex fiscal considerations, particularly when operating across different jurisdictions. Because every owner's situation is unique, it is vital that you seek your own independent professional tax and VAT advice to check that the YET Scheme is right for your particular circumstances.

2025 IN NUMBERS

SIZE

800

vessels
registered

11.94
million

gross tons

20th

largest flag in
the world by
gross tonnage

VESSEL TYPES

301

Merchant
Ships

30

Commercial
Yachts

318

Pleasure
Yachts

59

Fishing
Vessels

92

Small
Ships

AVERAGE AGE OF FLEET

15.28

Years

PSC PERFORMANCE

Paris MoU

25th place on white list

Tokyo MoU

8th place on white list

REGISTRY UPDATE

A World First for Yachts with AON Insurance

The Isle of Man Ship Registry further enhanced the offering it provides to yacht owners by launching an exciting new partnership with Aon, one of the world's leading marine insurance entities.

Working with Aon and Intact Insurance, we developed an insurance programme tailored to yachts over 24 metres, reflecting the unique needs and risk profiles of today's superyachts. Owners and managers of Isle of Man-registered yachts can now benefit from easier access to comprehensive cover, lower pricing, and the specialist knowledge of Aon's global marine team — all delivered through a straightforward, streamlined process.

This initiative represents a world-first collaboration of its kind within a flag-state framework, positioning the Isle of Man at the forefront of innovation in yacht services. It further underlines the Registry's reputation as an industry-leading authority, delivering forward-thinking solutions that respond to the evolving demands of the global superyacht market.

This initiative forms part of our ongoing effort to provide practical, high-quality services that add real value. By offering a bespoke insurance option within the wider IOMSR ecosystem, we're helping to make the registration and operational journey even smoother for clients, from joining the flag right through to managing risk.

IOMSR Now Open to More of the Map

In February, the Isle of Man Ship Registry broadened its global reach this year with the addition of over 50 new countries to its list of Qualifying Owners. This expansion includes all current Commonwealth members, as well as a selection of other nations identified as key markets for future growth.

Cameron Mitchell, Director of the Isle of Man Ship Registry, hailed the move as important progress in the registry's ongoing development:

"This is another positive step forward in the growth of our register, allowing us to extend our global reach into new and untapped markets," Mitchell said. "We are committed to providing a world-class service and ensuring the Isle of Man remains an attractive choice for shipowners worldwide, whilst always upholding the highest standards of quality."

See Registry Advice Notice O2 for the full list of Qualifying Owners.



Find out
more here!



YACHT UPDATE

2025 was another year of strong growth and momentum for our yacht services, with the team continuing to strengthen its presence in the newbuild and commercial yacht sectors.

Key Achievements and Milestones

During the reporting period, we were appointed to oversee more than 50 newbuild surveillance projects, demonstrating the growing confidence that shipyards and owners place in the Isle of Man Ship Registry within the yacht construction sector.

Our team has maintained a strong and steady workload throughout the year, with:

- 38 newbuild projects are currently underway, representing a combined tonnage of over 20,000 GT.
- 9 newbuilds successfully delivered in 2025, all of which were issued with a REG Yacht Code Statement of Compliance, totalling approximately 5,200 GT.

This level of activity marks a clear increase compared with pre-2022 averages and highlights the continued success of our refreshed yacht business model and its appeal to the global yacht-building community.

Developments in the Yacht Service Offering

Over the past year, the team has continued to strengthen how we support the yacht sector. Key improvements include:

- A refreshed business model designed specifically around the needs of yacht clients.
- Updated forms and more streamlined procedures to make processes quicker and clearer.
- A dedicated and expanded team focused entirely on yachts and newbuild projects.

Even with these changes, our clients continue to receive the same high level of quality, safety and technical expertise that the Isle of Man Ship Registry has always been known for.

Challenges, Improvements and Lessons Learned

The expanding portfolio has seen the team work with a wide range of commercial yacht types—from 30m to 70m, and across GRP, aluminum, and steel construction.

We are also increasingly involved in alternative design approvals, particularly around emerging technologies such as methanol engines and fuel cells, which are becoming more prominent in the sector. These projects have strengthened our technical capability and reinforced our commitment to supporting innovation safely.

Team News

- The team continued to grow through 2025:
- Chris Martin continues to lead the team as Principal Surveyor.
- Carlo Vinelli, appointed as Superyacht Business Development and Newbuild Coordinator, now focuses on direct engagement with clients, industry partners and other Administrations.
- Our surveyor capacity has expanded with Marcel Parpala and Steve Wright, both supporting major newbuild clients and undertaking surveys of vessels already operating under the IOM flag.
- Greg Kelly joined the team to provide additional support during this phase of rapid growth.

We also remain active contributors within REG, participating in the Yacht Surveyors Working Group on Yacht Code development and in the RO Monitoring Working Group implementing IMO requirements.

Industry Engagement

Throughout 2025, the team attended a number of key industry events to promote IOMSR services and expand our newbuild portfolio. We now work closely with many of the major stakeholders and shipyards in the sector.

A particular highlight was our participation in the Industry Working Group Meeting in June, held in Italy for the first time (after several editions in the Netherlands). Organised by SYBASS and Confindustria Nautica, the meeting focused on yachts

under 500 GT, which make up the majority of local builders' production.

The event provided an important forum to discuss upcoming Yacht Code amendments, their impact on current and future builds, and the associated benefits for REG-certified commercial yachts in terms of safety and quality.



EVENTS

The Isle of Man Ship Registry has had a notably active year, undertaking a wide range of business and outreach events alongside meaningful charity initiatives. Throughout 2025, the Registry strengthened its industry presence, supported community causes, and continued to build strong relationships with stakeholders across the maritime sector.

Below is just a small selection of the events we organised and attended!

RECORD BREAKING CHARITY GOLF DAY

The Isle of Man Ship Registry hosted its ever-popular charity golf day in August, and we are delighted to say that we smashed our fundraising targets, raising over £3,500 for our friends at the Isle of Man King George Fund for Sailors!

2025 was the 16th running of the event and took place in wall-to-wall sunshine at Rowany Golf Club in Port Erin. Congratulations to our hosts (Rowany Golf Club) who won the team event to take home the main prize of the day, and Jeremy Meggitt of Sentient International who topped the individual standings.

A massive thank you to all our entrants and sponsors, who were exceptionally generous in their support of the event.

We can't wait to see you all again in 2026!

YETS LAUNCH

Our official YETS launch occurred in August 2025. The Isle of Man Ship Registry, on the 11th of September 2025, hosted an in-person public launch event for the Yacht Engaged in Trade (YETS) Scheme at the Santander Work Cafe in Douglas. The session, organised by Hannah Ball on behalf of the Ship Registry, introduced the new scheme to industry stakeholders and provided an opportunity to discuss its purpose and practical application.





MONACO YACHT SHOW

The Isle of Man Ship Registry team at the premier yacht show of 2025. It was fantastic to catch up with global industry leaders and showcase our high-quality registry services for the international superyacht community.

MYBA CHARTER SHOW – SAN REMO

Carlo and Denise from the Isle of Man team attended the MYBA Charter Show in San Remo. This prestigious event serves as a vital hub for industry professionals to assess the top luxury vessels and set compliance standards for the upcoming season. It was fantastic to catch up with international brokers, managers, and captain colleagues to discuss our premium registry services.



RED ENSIGN GROUP TECHNICAL FORUM



The Technical Forum is a key date in the diaries of our Technical Teams, where we meet with our colleagues from across the Red Ensign Group to discuss technical developments across the industry, with a focus on regulating our vessels in a safe, pragmatic and transparent manner.

These valuable discussions always emphasize the importance of collaboration between members in achieving the highest standards in the maritime sector. The Ship Registry remains committed to playing our part in shaping the future of the industry and ensuring continued success of the Red Ensign Group.

It was fantastic to connect, share insights, and work together toward common goals!

CHARITY INITIATIVES



BEACH BUDDIES

Demonstrating our commitment to environmental stewardship and community involvement, members of the Isle of Man Ship Registry team volunteered their personal time to take part in a Beach Buddies clean-up session on a Sunday outside our normal office hours. Working together, staff collected litter, marine debris and plastic waste to help protect local wildlife and maintain the natural beauty of our beaches. The initiative not only contributed to a cleaner coastal environment but also strengthened team spirit, reinforcing our shared responsibility to support sustainability and care for the island we serve!

was also extended to the wider Department, enabling even greater collective support. Together, these contributions were directed towards local charities and the island's food bank services.

TREE PLANTING

In March We had fun in the sun volunteering with Isle of Man Woodland Trust!

Some of the team helped to plant over 300 trees on a farm in the south of the island. The new area of woodland will support wildlife and agriculture in the area.

COLLECTIONS FOR LOCAL CHARITIES

As part of our ongoing commitment to supporting the local community, the Isle of Man Ship Registry hosted an internal charity lunch in the lead-up to Christmas. Staff were invited to come together for a shared lunch, with proceeds supplemented by funds collected throughout the year by the Registry. This initiative



LIVERPOOL SEAFARERS COLLECTION

Over the past year, the Isle of Man Ship Registry has continued to show its commitment to seafarer welfare by supporting the Liverpool Seafarers Centre.

In the run-up to Christmas 2025, our team took part in a joint appeal led by the Isle of Man King George's Fund for Sailors and Isle of Man Maritime. Staff from across the Registry helped put together hampers of essential items, including warm clothing, toiletries, and everyday basics. These donations were sent to the Liverpool Seafarers Centre, where they were distributed to crews spending the festive season away from home, something that can be especially difficult for those at sea over Christmas.

Alongside this, the Registry ran its own internal donation drive, inviting colleagues and friends to contribute. Thanks to everyone's generosity, a sizeable collection of gifts and essentials was gathered. As we shared at the time, these donations were sent to the Liverpool Seafarers Centre, a simple but meaningful gesture for those who keep global trade moving every day.

These efforts reflect the values we hold as a Registry: community, compassion, and a genuine commitment to improving the lives of seafarers. By supporting the Liverpool Seafarers Centre, we are helping ensure that crews visiting our region feel appreciated, supported, and cared for – both during the festive season and throughout the year.



OTHER NEWS

Doing our Bit on Methane Abatement

The Isle of Man Ship Registry has become the first flag state to join the Safetytech Accelerator Methane Abatement in Maritime Innovation Initiative (MAMII).

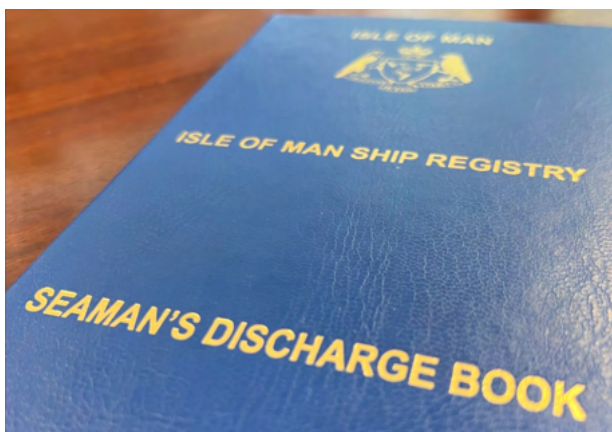
The MAMII program aims to accelerate solutions that monitor and reduce methane emissions from ships to help meet the IMO's GHG emissions targets. The initiative brings together shipowners, technology developers, classification societies, and regulators and highlights the importance of collaboration across the maritime ecosystem.

You Asked, We Listened...Discharge Books are Back!

Following feedback from our seafarers, the Isle of Man Ship Registry took steps to reinstate the issuance of Seafarer's Discharge Books. We learned that these are valued by our Seafarers, as well as serving certain practical purposes that were not fully replaced by our 'Record of Sea Service'

While the Record of Sea Service remains perfectly valid and still available, we recognise that in many jurisdictions, a Discharge Book is still helpful for proving seafarer status.

Thank you to everyone who shared their experiences with us.



Another Year of Qualship 21

In February we were delighted to receive confirmation that the Isle of Man has once again been awarded the coveted 'Qualship 21' status by the United States Coast Guard for the 25/26 year!

We extend our thanks to the U.S. Coast Guard for their thorough inspections and their continued

recognition of our dedication to maritime standards.

Also, a huge thank you to our owners and operators whose commitment to maintaining high-quality vessels has made this possible!

Playing our Part in the Battle Against Harassment & Abuse

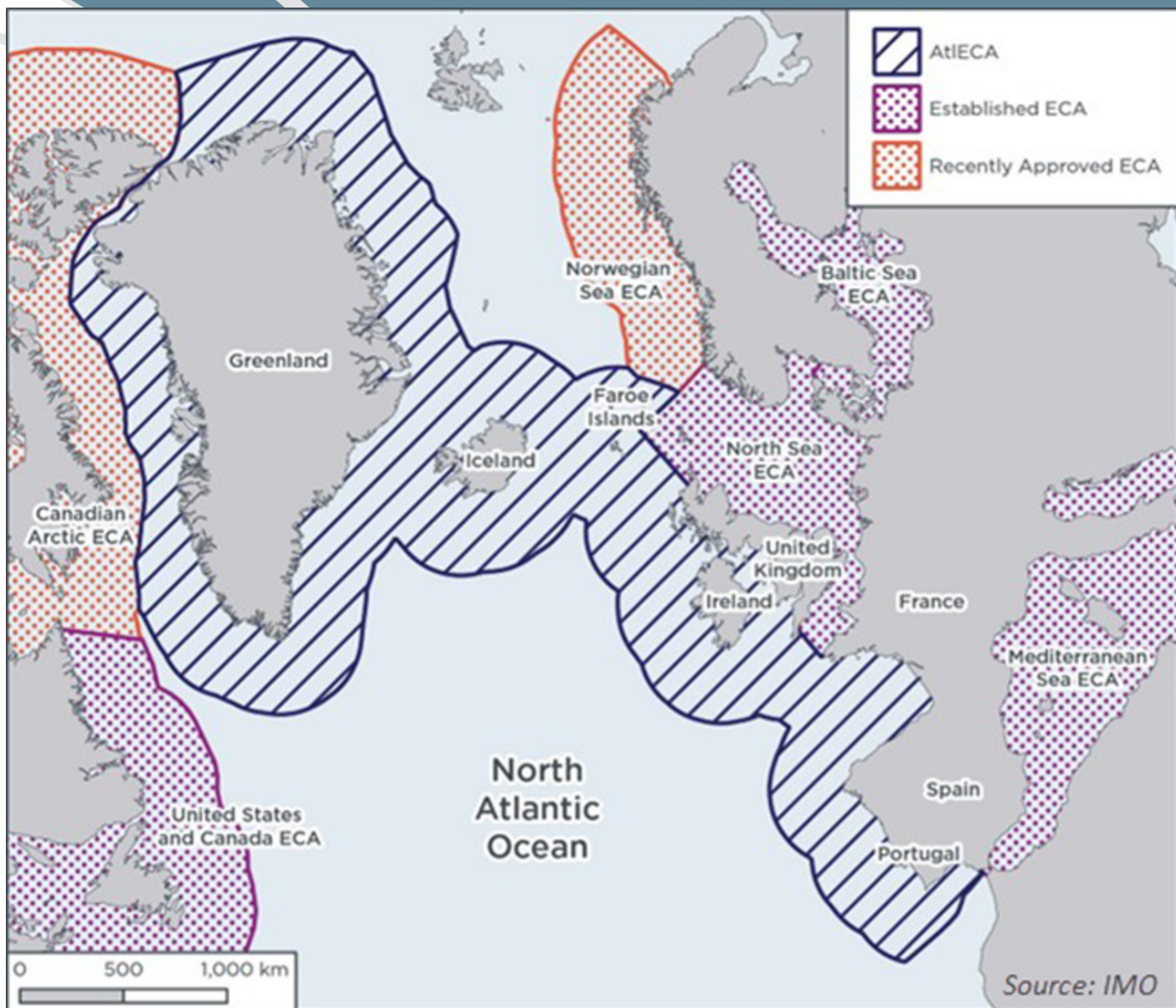
In April we collaborated with our Partners to produce new 'How to' leaflets for Yacht Crew who are experiencing harassment or abuse.

These essential resources offer clear, supportive guidance for yacht crew on how to report harassment and abuse — helping to ensure safer, more respectful working environments at sea.

We've been told time and again that harassment and abuse is one of the biggest concerns facing many yacht crew. This leaflet is a step toward making sure crew know they are not alone and that help is available.

A big thank you to our collaborators: SEAS THE MIND, MHG Insurance, Safer Waves, International Seafarers' Welfare & Assistance Network (ISWAN) and Marianne Danissen. Your insight and commitment to crew welfare made this possible.





Manx Waters to Become an ECA

In April 2025, IMO approved a new Emission Control Area (ECA) for the North East Atlantic, which is expected to be implemented by 2027. This area will encompass the entirety of the Isle of Man's territorial waters, as shown in the map.

The implications of this are likely to be as follows:

- **Stricter Fuel Standards:** Ships must use fuel with a maximum sulphur content of 0.10% (down from the current 0.5%) or use exhaust gas cleaning systems as an equivalent.
- **NOx Compliance:** Depending on size and build date, new ships must meet IMO Tier III nitrogen oxide (NOx) engine standards. Engines under 130kW are excluded.
- **Broad Application:** The rules apply to all vessels within territorial waters, even if they do not call at an Island port.
- **Environmental Impact:** The initiative aims to reduce SOx, NOx, and particulate matter to improve air quality and public health, aligning with the Island's UNESCO Biosphere status.

Smaller vessels already using standard diesel are likely already compliant, while larger vessels using heavy fuel oils will face more significant operational transitions.

During the Year we were delighted to continue to invest in our most important asset, **our people.**



Graeme Somerville-Ryan
Commercial Director

Our most senior appointment was that of **Graeme Somerville-Ryan** to the position of Commercial Director. Graeme Somerville-Ryan joins as the founder of Eyesea, a non-profit maritime pollution mapping initiative. Bringing deep industry expertise to his role, Graeme has been consulting for maritime companies since 2012 and previously served as the Business Development Director (Asia) for a prominent Norwegian shipping law firm.

Since joining the registry in 2025, he has leveraged this extensive international background to drive global business development, expand the registry's representative footprint, and secure its market position as a top-tier international flag state. His strategic focus centers on building a strong market presence across key global maritime hubs and championing sustainable, forward-thinking solutions that support the modern shipowner.

Amy Musson (Technical Officer) – Amy has worked in the maritime Industry for over 17 years. Starting her career with Anglo-Eastern Ship Management as an Administrator and progressing to Fleet Personnel Officer during her 14 years within Bernhard Schulte Shipmanagement IOM. Over this time Amy has built strong experience in crew management, compliance, and working with a wide range of clients, supporting different types of vessels and operations. Amy joined the IOM Ship Registry in late 2025, where she moved into a more technical role.

Greg Kelly (Surveyor) – Greg joined the ship registry in 2025 as a Surveyor, after starting his career as a Naval Architect within Lloyd's Register's Technical Support Office where he specialised in Stability, Load line, and Tonnage for in service vessels and new construction yachts. Greg graduated from Solent University in 2022 with a BENG degree in Yacht Design and Production.

Arijit Mukherjee (Senior Surveyor) – Arijit is a Master Mariner with over two decades of experience in the maritime industry, both at sea and ashore. His seafaring background, combined with shore-based roles as Deputy Harbour Master and Nautical Lecturer, has deepened his expertise in maritime law, commercial shipping practices, and port operations. Over the years, his career at sea has included service on a wide range of vessels, such as bulk carriers, general cargo ships, offshore support vessels, defence support vessels, dredgers, emergency towing vessels, and LNG carriers.

Arijit joined the Ship Registry in August 2025, where he has since been involved in conducting surveys on tankers and general cargo vessels.



Greg Kelly
Surveyor

RETIREMENT

In June, we said a bittersweet farewell to our friend and colleague **Bill Liddell**, who retired after 26 years of dedicated service at the Isle of Man Ship Registry. Throughout his career, Bill has been a valuable member of our team, and his contributions have been instrumental in shaping the high standards we uphold today. He will be missed by colleagues and clients alike.

Thank you, Bill, for your years of hard work, loyalty and passion. Wishing you smooth sailing and all the best in your exciting new chapter!



Bill Liddell (R)

OTHER NEWS

Hayley Pilling, our Business Systems Transformation Officer, commenced maternity leave in December and we are delighted to say she welcomed a baby girl shortly before Christmas. Congratulations Hayley!

Elsewhere, **Kelly Hearn** has earned a well-deserved promotion from Technical Officer to Policy & Research Officer. Congratulations Kelly!

New IOMSR Representative in Hong Kong

In the Summer of 2025, we were delighted to welcome **Aga Nagarajan** as our new Representative in Hong Kong.

Aga has extensive maritime sector experience and knowledge, gained in a career that includes the role of executive director at Hong Kong headquartered Fleet Management Limited – one of the world's leading providers of ship management services.

Aga's appointment re-enforces the Ship Registry's commitment to enhancing our global reach into key markets.



Aga Nagarajan
Hong Kong Representative

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