

MARSHALL ISLANDS

REPORT



A Message from the President

LOOKING AHEAD TO A BRIGHT FUTURE



Bill Gallagher meets with the IRI Long Beach team.

There is a lot of hope on the horizon. That's what I saw as I traveled between IRI's North American offices in the last few weeks. The pandemic slowed a lot of the industry's forward momentum while the world grappled with immediate and urgent concerns, but at IRI, our clients, our team, and our partners are back to proactively addressing the challenges of tomorrow and I have to say, that feels really good.

The challenges of tomorrow look different in March 2022 than they did in March 2020. With renewed zeal the industry is tackling the decarbonization goals for 2025, and thanks to the pandemic, we have new technologies, new partnerships, and

"There's a lot of hope on the horizon and behind that hope is our team, addressing the needs of today and prioritizing the challenges of tomorrow."

new solutions on the horizon to help us achieve those targets. Our team has been amazing during the pandemic, seamlessly transitioning to virtual work and moving processes between our worldwide offices, but we are ready to move forward.

Visiting with our team in Houston, I was struck by the overwhelming energy we had being back together as a full team. There was a sense of momentum that filled the office and an energy to forge a new path in a dynamic market to support our clients as they opened the door to new opportunities. Perhaps it was simply being physically together again as a group that sparked the feeling of energy, or perhaps it was in-person client visits, or the office's recent visit with the United States Coast Guard. Being together, in person, after so long, seems to be a force multiplier.

Ten years ago, our Long Beach office opened its doors as our first office along the West Coast of North America. Today, Long

Beach coordinates inspections with a team positioned up and down the West Coast of the United States, provides technical support, corporate services, and now also has a dedicated person handling Maritime Labour Convention, 2006 related concerns. Just last week I had the pleasure of joining Alison Wilson and her team in the Long Beach office and then traveling north to join Annie Ng who opened our newest West Coast office in Vancouver, British Columbia.

The backup of vessels at the Port of Long Beach has made international news, but as I sat in our office watching the traffic in and out of the port, I recognize that the Port of Long Beach is really a microcosm of the industry as a whole. As an industry we had to address the urgent challenges which arose from the pandemic, but like the vessels that waited at anchorage, we have restarted our engines and are moving forward, shifting our priorities. We are most effective as an industry when we work together, collaborating toward the same goal of advancing the industry to tackle not just the immediate, but the important.

With another new office recently opened in Qingdao to support inspections in Northern China, our team is prioritizing what is important – expanding client services to meet the challenges of tomorrow so that our clients can capitalize on opportunities as they evolve.

There's a lot of hope on the horizon and behind that hope is our team, addressing the needs of today and prioritizing the challenges of tomorrow.

"As an industry, we had to address the urgent challenges which arose from the pandemic, but like the vessels that waited at anchorage, we have restarted our engines and are moving forward..."



Bill Gallagher and Annie Ng outside IRI's Vancouver office.

IRI Vancouver and Qingdao: Strengthening the Bridge Between North America and Asia

The first Canadian office of International Registries, Inc. and its affiliates (IRI) has opened in Vancouver, British Columbia, led by Annie Ng, Head of Asia and Managing Director, Vancouver Office. IRI has also opened a new office in Qingdao to facilitate inspections and better serve clients in Northern China. As a Canadian citizen, opening an office in Vancouver is a natural fit for Annie. With over two decades of experience in Hong Kong and throughout Asia, Annie will remain the Head of Asia connecting the two regions.

Annie says it was the international shipowners in Asia with whom the Republic of the Marshall Islands (RMI) Registry works who encouraged the opening of a Canadian office. "Asian

shipping companies have a growing presence in Vancouver, and the number of flag State inspections in Canada has risen for the past two years," Annie said, "so this new office will be an essential bridge between North America and Hong Kong, and the rest of Asia."

Like the Asian shipping companies, Annie also has one foot on each side of the Pacific. Annie obtained her Bachelor of Arts in Economics from the University of British Columbia and spent more than two decades working for IRI in Hong Kong.

Annie has expanded the Registry's services and presence throughout Asia and noted that having a second office on the

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west coast of North America will allow IRI to handle an increasing number of inquiries regarding the RMI corporate and maritime services in local time.

“Vancouver, like all IRI offices, is full service. We can provide technical and corporate support, and handle flag State inspections in British Columbia,” Annie said.

The Registry’s focus on strengthening client service in Asia includes the newly opened Qingdao office, staffed with inspection resources to provide enhanced client service.

“Northern China has several busy ports where RMI vessels regularly trade. Being able to provide inspections via our Qingdao office is a most welcome benefit for RMI vessels calling these ports,” said Annie.

Captain Ming Chen, IRI’s Country Head – China, and based in Dalian, is excited about the new office openings in Vancouver and Qingdao. “The use of the RMI Registry has grown significantly in Asia since I joined the company in 2006 and it is clear that Asia will remain a shipping powerhouse as most of the manufacturing countries are in Asia.”

Captain Chen, who has over 24 years of maritime experience, including several years as a Master, added, “both of these offices will be of tremendous support for Asian owners and operators; Vancouver is a natural and historical link between North America and Asia.”

Annie notes that the link is not only good for the maritime side of the business, but also the corporate side. “We see excellent potential for the RMI Corporate Registry for non-shipping related professionals as well thanks to our Vancouver office,” she said.

IRI has always aimed to give clients the most client-friendly services. “All of our clients have access to the people in charge of their local IRI office,” Annie said. “They can get their problems and questions resolved and answered with one simple phone call. That’s a rarity in our current digital world.”

“Other than having to work two shifts to cover both local time and when our Asian offices open, I have no complaints at all!” Annie laughed. “I am very excited about what we can do through our new Vancouver and Qingdao offices for the entire Canadian shipping community and our clients in Asia.”



Global Relationships Enhance Corporate Services



International Registries, Inc. and its affiliates (IRI) support the Republic of the Marshall Islands (RMI) Corporate Registry from 28 offices worldwide, providing client services in local time. Coordinating true global service requires teamwork and close working relationships, even from halfway around the world. That’s why IRI invests in bringing together team members from various offices for Corporate Services Group (CSG) meetings. Global travel restrictions prevented the team from gathering in person once again in early 2022, so team members logged on from 1300 to 1700 Coordinated Universal Time to attend virtual CSG meetings earlier this month.

Denise Francis, Senior Vice President, Corporate (IRI Reston) welcomed team members before introducing IRI President Bill Gallagher (IRI Reston) who provided an update on the Republic of the Marshall Islands (RMI) Corporate Registry. Theo Xenakoudis, Director, Worldwide Business Operations/Managing Director (IRI Piraeus) and head of the CSG, outlined the CSG’s goals and achievements.

“Although the pandemic once again prevented us from gathering 28 offices together in person, our corporate team members didn’t hesitate to get up early or stay up late to have the chance to gather together as a team,” said Bill. “Knowing that our team members value each other as much as they value their client relationships strengthens our organization and builds better coordination, collaboration, and client services.”

The group received updates from Jarrett Laskey, Corporate Collections Coordinator (IRI Reston); Meredith Kirby, General Counsel (IRI Reston); Alison Wilson, Senior International Counsel, Head of Office (IRI Long Beach) as well as presentations from the Hong Kong, Istanbul, London, Piraeus, Zurich/Geneva, Ft. Lauderdale, Long Beach, New York, and Reston offices on trends, best practices, and



Looking at Redomiciliation: An Interview with Republic of the Marshall Islands Licensed Attorney Jonathan Silver

International Registries, Inc. and its affiliates (IRI) recently sat down with **Jonathan Silver**, Partner at Watson Farley & Williams LLP (WFW) to discuss redomiciliation to the Republic of the Marshall Islands (RMI). An RMI Licensed Attorney, Jonathan is also an expert in assets and structured finance.

IRI: The RMI Corporate Registry is currently offering free redomiciliation, have you taken advantage of this offer?

Jonathan: Yes, we have helped clients take full advantage of this offer in order to save on the overall cost of the transfer. In my experience, the fact that the Marshall Islands doesn't charge any extra fee for the redomicile process itself will be a welcome tonic and certainly makes the Marshall Islands more attractive than other offshore jurisdictions where there can be fairly significant fees for transfer in (and out).

IRI: What was the process for redomiciliation? What is the typical time frame for redomiciling?

Jonathan: Transferring a foreign business entity to the RMI is very straightforward. Section 15(p) of the RMI Business Corporations Act allows an RMI entity to “domicile, redomicile, domesticate, file or register itself, or move or transfer its place or situs of initial or subsequent registration, domicile, siege social or sitz or any other equivalent thereto from or to any place and to continue as

redomiciles to the RMI, the entity is only changing corporate jurisdictions so the parties can take comfort in the fact that a new and separate entity is not created. Therefore, the name and the date of existence will remain unchanged. However, the RMI Associations Law will govern the entity after the entity has redomiciled to the Marshall Islands.

Requests for redomicile must be made through a qualified intermediary who is obligated to perform due diligence. Qualified intermediaries usually include us (as RMI licensed attorneys), accountants, corporate service companies, and qualified shipping companies.

Almost any foreign business entity may redomicile to the RMI, including foreign corporations, partnerships, limited partnerships (LPs), and limited liability companies provided that redomicile is not expressly prohibited by the original foreign jurisdiction of that foreign business entity.

For an LP, a certificate of limited partnership domestication and certificate of limited partnership (which has to have been pre-cleared by the RMI Corporate Registry) should be signed by the person authorised to sign on behalf of the non-RMI entity (a clear scanned copy will suffice for the RMI Registry's purposes) and the application should include a certified copy of the previous jurisdiction's certificate of formation, charter, or other document upon which the existence of that foreign entity is based, issued by the appropriate government agency and a recent government-issued certificate confirming that foreign entity's current existence (e.g., certificate of good standing) or, if government certification is not possible, certification by a lawyer of the jurisdiction that, to their knowledge, the foreign entity has current legal existence. Once the required documents are received and the RMI Registry has finished its compliance checks, filing will be done within one business day of remittance. When the process is complete, a duplicate copy of these certificates, as filed, will be returned to the client (typically within four business days).

On the most recent redomicile that I handled, our client was keen to redomicile from another offshore jurisdiction to the Marshall Islands. This was for a number of very sound business reasons, particularly business efficacy. More generally though, we see requests for redomicile to the RMI happen because of the

geographical relocation of regional headquarters and/or for other tax efficient strategy planning reasons, including choice of flag (and flag State) in a shipping/transport context. Redomicile allows a client to continue their corporate history and branding without having to start over from scratch.

On the deal I've mentioned, after some due diligence to ensure that the Marshall Islands was the right jurisdiction for the client (including an analysis of its tax position, its activities and undertakings and economic substance regulations) we implemented the redomicile (or “transfer in”) to the Marshall Islands after consultation with the Marshall Islands Registry. The process, which was very straightforward and took less than two weeks from beginning to end, was extremely smooth due to the superb assistance and support from the Marshall Islands Registry here in Hong Kong. The fastest redomicile I have seen took just a few days.

IRI: How did redomiciliation impact an entity's operations?

Jonathan: Because the entity's operations are in the shipping sector, the redomicile was beneficial to its operations (in that the Marshall Islands is a seamless fit for shipping business). On a practical level, the directors and officers of the entity are appreciative of the fact that the Marshall Islands, as a jurisdiction, is designed to accommodate their business aspirations. There was absolutely no negative impact on their day-to-day operations, although certain matters pertaining to their existing corporate structure (such as share pledges) had to be addressed to that's something a client should be aware of, particularly where there are financiers and share security in place prior to the redomicile.

IRI: What are the advantages for business entities to (re)domicile with the Marshall Islands?

Jonathan: There are multiple advantages; ease of doing business, advantageous tax concessions, no withholding tax, “light touch” and straightforward (although rigorous) ongoing corporate filing requirements, which are very cost effective too. Responsiveness – the RMI Registry has offices globally and when one is shut, another in the next time zone takes over, so a client always has 24 hour coverage, anywhere in the world. I have never had a

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client say to me “I wish I had not used the Marshall Islands for my corporate entity structures.”

IRI: Which RMI offices do you work with most often?

Jonathan: Mostly Hong Kong, Seoul, Singapore and London although sometimes Hamburg. I do a lot of work with the on-island High Court litigation search teams too.

IRI: How long have you been an RMI licensed attorney?

Jonathan: I’ve been working with the Marshall Islands (as a flag State) since around 2003/4 although we saw a massive leap in the use of RMI flag around a decade ago. We always worked with Ray Simpson in the early days – back then, I think Ray had (more or less) exclusivity in the RMI ship finance opinion market, although that has of course changed over time. Ray was a legend and I really enjoyed working with him. I’ve been qualified as an RMI licensed attorney in my own right for some five years now.

IRI: What has changed since you started working with the RMI Corporate Registry?

Jonathan: I’ve always found the RMI Corporate Registry to be very responsive, and extremely time cost effective. On some very difficult sale-and-purchase using RMI flag, the RMI Corporate Registry here in HK, working with its overseas office (where the closing/delivery were taking place), were lifesavers – basically saving the deal so that there was a clean delivery and so no litigation/dispute due to last minute unexpected issues. As time goes on, the RMI Corporate Registry has ‘fined tuned’ its service offering – they are exemplary!

IRI: As the world continues to change, what do you see as the most important aspects of a Corporate Registry for the future?

Jonathan: As the OECD and EU level up the playing field to address and ultimately abolish harmful tax practices, I definitely see a role for the RMI Corporate Registry as a gatekeeper. Their

implementation of the ESRs (Economic Substance Regulations) as they pertain to the RMI was both timely and justified. I think we’ll also see the RMI Corporate Registry spend significant time addressing issues pertaining to Environmental, Social and Governance (ESG) and carbon zero as they relate to the Marshall Islands flag and jurisdiction.

IRI: As an RMI licensed attorney, you are a qualified intermediary. What responsibilities and obligations do you have as an intermediary?

Jonathan: I don’t see my duties, responsibilities and obligations as any different to those of a solicitor, lawyer or attorney in other jurisdictions. It is my responsibility to ensure that the transactions that our clients enter into adhere to the statutes, rules, and regulations as the same are passed by the Nitijela and implemented under law and regulation. I see my role as that of a trusted advisor. If I don’t know the answer to a question, I will do my utmost to research it so I can advise our clients properly on RMI matters as they may pertain to their corporate structure, finances, business, and operations.

IRI: What haven’t we asked that you want us to know?

Jonathan: I think I’d just like to let you know that we are not just limited to shipping, when it comes to what we can advise on, as a matter of Marshall Islands law. There are multiple sectors that we are able to provide legal advice on, in terms of the laws of the Marshall Islands. Whilst I cover transactional finance work (including ESRs) albeit by-in-large in the shipping space, it’s worth bearing in mind that we have RMI licensed attorneys in our midst covering almost every field of business – from Initial Public Offerings (IPOs), to corporate mergers and acquisitions (M&As) through corporate finance, regulatory, etc. Just ask and I’ll find the right RMI licensed attorney for your legal requirement – even if it’s not me!



10th Annual Offshore Advisory Group Meeting a Success

International Registries, Inc. (IRI)/The Republic of the Marshall Islands (RMI) Registry held its 10th annual Offshore Advisory Group (OAG) meeting virtually in December 2021. Rear Admiral Kevin S. Cook, United States Coast Guard (Retired) moderated the meeting.

Tom Payne, Director- Marine Operations, Diamond Offshore, and the current interim OAG Chair, opened the meeting, addressing the group on the opportunities, challenges, and trends over the past two years. He noted that the ability to regularly engage with the Registry on these topics is highly valuable. He also expressed his appreciation to the OAG for coming together to discuss these items openly with key stakeholders.

The OAG facilitates interactive discussion of critical industry topics through annual meetings and ad hoc working groups, bringing together representatives from the offshore industry and the RMI Registry to share information, collaborate, and work together. A notable topic introduced at this year’s meeting was offshore wind and the group had a detailed discussion on the regulatory challenges in this fast-growing sector. Participants noted that the RMI Registry has been able to bridge the gap from a technical and regulatory perspective both at the International Maritime Organization and for its growing client base in this sector, while developing a customized regulatory framework for this growing sector.



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MIQC Meeting – A Tradition of Collaboration



Attending the meeting together at Reston headquarters were (left to right) Bill Gallagher, Kevin Cook, and Theo Xenakoudis.



Members of IRI's London office alongside one MIQC member attended the meeting together, including (left to right) John Ramage, Stuart Edmonston, and Simon Bonnett.

Continuing the Republic of the Marshall Islands (RMI) Registry's tradition of industry collaboration and sharing of best practices, the Marshall Islands Quality Council (MIQC) held its biannual meeting virtually in December 2021. The MIQC is a consultative consortium of industry experts and leaders that gather to share experiences, information, and awareness on a diverse range of industry issues. Meetings are attended by MIQC members, invited guest speakers, and RMI Registry personnel.

The December 2021 MIQC meeting was the third one to be held virtually due to COVID-19. While global travel restrictions prevented a large gathering, small groups were able to attend together in London and Reston. Theo Xenakoudis, Director, Worldwide Business Operations, was able to travel to International Registries, Inc. (IRI) headquarters for the first time since March 2020 to attend the meeting with Bill Gallagher, meeting moderator Rear Admiral (RADM) Kevin Cook, and others from the Reston office. The December meeting included half-day series of seminars and panel discussions.

Discussions included RMI Registry updates, sharing of port State control changes and trends, as well as updates on the work of various governing bodies such as the International Maritime Organization (IMO) and International Labour Organization (ILO). One of the key elements of the MIQC meetings are member panelists, who are invited to share their expertise, perspective, and insight on issues currently affecting the maritime industry.

The two key topics discussed during the December 2021 meeting touched on issues which arose during the pandemic, specifically seafarers' rights and welfare, and remote inspections.

Protecting the health and safety of seafarers, while protecting their rights, has been a topic of increasing importance during the pandemic as shipowners, operators, and managers navigate ever-changing travel, public health, and safety regulations. Torbjørn Eide, Vice President, Maritime Personnel, Klaveness Ship Management, provided a ship management perspective on these topical issues.

Joining the discussion on remote inspections were members Christian Obst, Fleet Manager – Maritime Technical Project Manager, Columbia Ship Management; Stuart Edmonston, Loss Prevention Director, Thomas Miller P&I Ltd.; and Richard Beckett, Global Head of Technology – Survey & Inspection, Lloyd's Register. Remote inspections provided a critical connection between the flag State and vessels during the pandemic when in-person inspections were not possible. The Registry does not consider remote inspections to be equivalent to the value, insight, and review provided by physical inspections and therefore reverted back to physical inspections where permitted by local regulations. This panel discussed and reviewed remote inspections from the flag State and various industry perspectives, with a focus on whether a hybrid of remote and in-person could be implemented and used in the future to support the necessary statutory inspections.

The pandemic has underscored the importance of free flow of information between industry stakeholders and flag. As a long-time proponent of information sharing and collaboration, the RMI Registry remains fully committed to providing a platform for shared support and best practices.

10th Annual Offshore Advisory Group Meeting a Success (continued from page 9)

Bill Gallagher, President, IRI provided an update from the RMI Registry. Guest speakers included Tom Kellock, Director, Offshore Rig Market Consulting, IHS Markit, who provided a market update; and Jim Rocco, Senior Director, Government & Industry Affairs – Offshore, International Association of Drilling Contractors (IADC). Technical presentations and sector updates were provided by Roberto Herrera, Senior Flag State Specialist (IRI Houston); Cosmin Bozenovici, Vice President, Technical-Offshore (IRI Houston); and Luiz Freitas, Vice President, South America (IRI Rio de Janeiro). A regulatory update was provided by Charles McHardy, Regulatory Affairs Specialist (IRI London) and Tom Horan, Vice President, Regulatory Affairs – Offshore (IRI Houston).

With a focus on the future, the OAG also discussed Safety Management Systems and environmental, social and governance (ESG) standards and best practices. ESG practices have become increasingly important as companies look to not only improve the efficiency and effectiveness of their operations, but also lessen their environmental impact. These group discussions are

important in raising the bar industry-wide on ESG principles, and the RMI Registry has led the way in supporting owners and operators in advancing their ESG practices.

The meeting increased awareness of the expertise and competency the Registry has in supporting the expanding and changing offshore industry.



Thanos Theocharis to Chair IMO's Working Group on the Revision of the Performance Standards for Water Level Detectors

One of the objectives of the work conducted at the International Maritime Organization (IMO) is safe vessel operations, whether to protect human life, the marine environment, or vessels themselves. The Republic of the Marshall Islands (RMI) Registry aligns with the IMO's objectives and to that end, Mr. Thanos Theocharis, Deputy Commissioner of Maritime Affairs, based in the Registry's Piraeus office, has been invited to chair the Working Group (WG) on the revision of the performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers at the forthcoming session of the IMO's Sub-Committee on Design and Construction (SDC), scheduled to be held remotely in January 2022.



"Performance standards are important to raising the bar when it comes to safe vessel operation, but they must be revised with care and concern for the technical implications," commented Mr. Theocharis. "For many years, the RMI Registry has invested in expert technical resources and collaborated with stakeholders worldwide to review, assess, and where necessary, revise various safety standards. I am honored to be invited to chair this working group to assist in that process."

The need to revise the performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (Resolution

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MSC.188(79)) is a result of the new International Convention for the Safety of Life at Sea (SOLAS) regulation II-1/25-1, with an entry into force date of 1 January 2024. This new regulation extends the requirement for water level detectors to be fitted on cargo ships with multiple cargo holds, other than bulk carriers and tankers.

When the new SOLAS regulation II-1/25-1 was adopted at the 103rd session of the IMO’s Maritime Safety Committee, SDC 8 was instructed to review provisions in the current performance standards to ensure that water level detectors for cargo ships with multiple cargo holds are appropriately addressed. The WG is expected to undertake this work and will also evaluate the equivalency between bilge alarm detection systems and water level detectors required for the cargo holds.

The RMI’s permanent representative to the IMO is Captain David Bruce. Both Charles McHardy and MaryAnne Adams are also based in the United Kingdom to support the RMI’s delegation at the IMO. Together with other technical and operational experts like Mr. Theocharis, the RMI delegation is well-represented and fully engaged at all of the IMO committee and sub-committee meetings.

The most recent Performance Standards are available [here](#).



training on recent enhancements to client service tools.

IRI has focused on streamlining the client experience in the last several years. The corporate team has launched several electronic client services tools, including the consolidated Economic Substance Reporting (ESR) Portal in June 2021 and most recently e-billing, a new corporate service feature which aims to reduce administrative time and enhance timely communication with clients. E-billing has

been phased into the client billing cycle and clients that have not already signed up, should do so [here](#).

“As a team, we want the client experience to be effortless,” said Denise. “We are looking to stay ahead of the client’s needs at every turn.”

To that end, the corporate team recently launched a client survey. To participate in the survey, click [here](#).

Updates and presentations from the global team indicated a positive year ahead, which Theo noted in his conclusion.

“We continue to meet the needs of our corporate clients and key stakeholders as evidenced by the growth and strength of the Registry in the last year. Whether we are connecting virtually or in person, our corporate team remains committed to building relationships and serving our clients.”



Yacht Update

Yacht Engaged in Trade (YET) Program Expands Passenger Limits

The Republic of the Marshall Islands (RMI) YET program continues to evolve to meet the demands of the modern yachting community, extending the program to include private registered yachts certified to carry up to 36 passengers.

First announced at the 2015 Monaco Yacht Show, the RMI Registry’s YET program has continued to grow with increasing numbers of yachts adopting the program due to its flexibility to cater to private and charter usage. The YET program was initially launched for private yachts holding a YET compliance certificate allowing the yacht to be engaged into temporarily charter with up to 12 passengers.

“The YET program has proven beneficial for RMI yacht owners and tax authorities in France and Monaco,” said Patrick Bachofner, Director, Geneva Office and Worldwide Director, Yachts. “Naturally, we want to expand the program to include yachts of different sizes and perhaps new countries as well, so that more RMI flagged owners have the option to participate,” he continued.

The latest expansion to the YET program, codified in the RMI Yacht Code (MI-103), Chapter III, comes because of owner

interest to use the YET program for yachts certified to carry more than 12 paying passengers. As a result of these requests, International Registries, Inc. and its affiliates (IRI), which provide administrative and technical support to the RMI Maritime Registry, initiated discussions with customs and port State control (PSC) authorities in the Paris Memorandum of Understanding (MoU), as well as an intensive regulatory review. The team concluded that it would be possible to extend the program to include yachts certified to carry up to 36 passengers. This change took effect in advance of the 2021 Mediterranean yacht season.

“The YET program allows RMI yacht owners the flexibility to use their vessels in different ways depending on their schedule, the season, and market interest,” said IRI’s Monaco based Yachting Advisor, Alexander von Stein.

“We must always stay focused on the safety of passengers and crew, while remaining compliant with international convention requirements and regulations of the coastal States,” said Marc Verburg, Fleet Operations Manager, Yachts.

“Any change to a program should be collaborative with



Port State Control Outreach

Supporting Vessel Compliance

One of the most important roles a flag State can play is to support owners and operators in their efforts to comply with national and international rules and regulations. Since March 2020, maintaining a regular inspection regime has been challenging. Many stakeholders, including owners and operators, flag States, Classification Societies, and even PSC authorities have had to adapt to ever changing global conditions and restrictions. The Republic of the Marshall Islands (RMI) Registry has worked alongside these other stakeholders, including PSC authorities, with the common goals of safety, security, environmental stewardship, and crew welfare. In fact, the RMI remains the only quality registry of the three major flags holding positive indicators in every category, with no exceptions, on the International Chamber of Shipping 2021/2022 Shipping Industry Flag State Performance Table.

“Identifying potential risks before a vessel comes into port and ensuring the owner/operator safety net remains intact is a key to reducing the risk of unnecessary and costly deficiencies or detentions,” said Brian Poskaitis, Senior Vice President, Fleet Operations of International Registries, Inc. (IRI) which provides administrative and technical support to the RMI Registry. He continued, “In many cases, the pandemic disrupted the layers

of risk reduction – such as normal inspection regimes, standard crew change schedules, the ability to get spare parts, and general oversight of vessel operations. Vessel crews are doing the best they can to ensure the ship and its cargo gets safely to its destination. However, often the common safety items such as firefighting equipment and systems and/or lifesaving appliances go unchecked. Absent this layered approach to risk management, many items that are not part of the normal process to navigate the vessel or handle the cargo, go unchecked and may pose a risk to vessel and crew safety. In our experience, strict compliance with the Critical Items Checklist (CIC), which reviews the most common areas for deficiencies, and addressing and reporting any areas of concern before a vessel reaches port helps to supplement this gap in the layered approach to vessel safety. Vessels and crews that treat the CIC as a paper drill or “gun-deck” it, are faced with deficiencies, delays, and even detentions. Those that physically perform the checks prior to arrival, sail smoothly through inspections when arriving in port.”

To further support vessels in preparation for PSC inspections in the United States, the RMI Maritime Administrator issued Marine Safety Advisory (MSA) 05-22 Preparation for United States Coast Guard Port State Control Exams in February 2022

as a reminder of the importance of verifying the checklist. Increased stressors on crew during the pandemic have made it difficult to always physically verify items from the checklist and there have been instances of crew simply signing off. The MSA reiterates that resources and support are available from the flag State and its experienced inspection team.

Registry representatives have been meeting in-person with PSC authorities around the world over the last several months to get a PSC perspective on trends and high-risk areas they are seeing, as well as to share how the RMI is supporting compliance of its fleet. Brian Poskaitis, Heath Hartley, and Guy Theriault met with the United States Coast Guard’s (USCG’s) Marine Safety Unit, Portland Oregon; Rear Admiral (RADM) Kevin S. Cook, USCG (Retired), met with USCG District 8 (New Orleans); James Maupin and his team in Houston regularly meet with local USCG Prevention Departments within their region; and IRI President Bill Gallagher, recently met with RADM John Mauger at USCG Headquarters in Washington, DC, to facilitate discussions, learning, and awareness between the RMI Registry and the USCG.

“Learning directly from PSC authorities about what they are seeing on board and engaging in an active dialogue with them on what we are seeing on board fosters positive working relationships that are collaborative, and result in improved compliance,” said Brian. He continued: “In a perfect world crews and ship management companies would identify and address any critical deficiencies and make every attempt to resolve those deficiencies in a timely manner not seeking dispensations or extensions for service intervals. However, at the moment we’re dealing with very challenging circumstances as a result of the inability to board vessels at port, for crews to change in a timely fashion, or to get the necessary spares to ships. We want to do everything we can do to support our vessels and their crews, to assist with managing risk, and fostering safe vessel operations.”

Hans Krijger, General Manager, IRI Roosendaal, agrees that the challenges of the pandemic continue to create operational challenges. “The crew change crisis has led to a mental health crisis among the seafarers of the world. That, coupled with the inability to maintain normal inspection regimes, means that owners, operators, PSC authorities, and flag States need to go the extra mile to monitor vessels right now and make sure everyone is on track.”

The long-term impacts of the pandemic may not be fully realized for years to come. What is clear now however, is that the condition of the tonnage entering the world’s ports is not what it was before the pandemic, and that seafarers remain in crisis. To provide the highest quality support for RMI flagged vessels and the crews that operate them as they continue to work tirelessly in challenging conditions, the Fleet Operations team will continue to not only inspect its fleet, but also promote the proactive behavior of crew, owners, and operators in an effort to bolster quality operations and smooth sailing.

USCG QUALSHIP 21 Flag State Comparison

	RMI	LIBERIA	PANAMA
2021	✓	X	X
2020	✓	X	X
2019	✓	✓	X
2018	✓	X	X
2017	✓	X	X
2016	✓	X	X
2015	✓	✓	X
2014	✓	✓	X
2013	✓	✓	X
2012	✓	✓	X
2011	✓	✓	X
2010	✓	X	X
2009	✓	X	X
2008	✓	X	X
2007	✓	X	X
2006	✓	✓	X
2005	✓	X	X

✓ = PASS X = FAIL

Detention Trends

	Flag State	Detention Ratio (%)
USCG*	RMI	0.74%
	Liberia	1.11%
	Panama	1.03%
Tokyo MoU	RMI	2.32%
	Liberia	3.09%
	Panama	3.14%
Paris MoU	RMI	1.54%
	Liberia	2.05%
	Panama	5.18%
AMSA	RMI	4.23%
	Liberia	7.46%
	Panama	6.02%

USCG QUALSHIP 21 Qualifying Flag States

Bahamas	Germany	Jamaica	Saudi Arabia
Bermuda	Gibraltar	Japan	Singapore
Canada	Greece	Marshall Islands	Spain
Cayman Islands	Hong Kong	Netherlands	Taiwan
Denmark	Isle of Man	Norway	United Kingdom
France	Italy	Republic of Korea	

* “The Coast Guard targets Flag Administrations for additional PSC examinations if their detention ratio scores higher than the overall three-year rolling average detention ratio [1.02%] and if an Administration is associated with more than one detention in the past three years.”

Sources: (from top to bottom) United States Coast Guard (USCG) 2004–2020 PSC Annual Reports, Tokyo Memorandum of Understanding (MoU) 2020 Annual Report, Paris MoU Flag Performance Lists 2017–2019, and Australian Maritime Safety Authority (AMSA) PSC Reports 2017–2019.

2021 RESCUES AT SEA

The Republic of the Marshall Islands (RMI) Maritime Administrator honors owners and operators who participate in rescues at sea. For centuries, vessel crews have protected human life at sea, and today we recognize this as one of our finest maritime traditions. Two thousand and twenty proved to be a busy year for such operations, with 21 successful rescues completed by RMI flagged vessels. It was a pleasure to recognize officers and crew of these vessels with a Certification of Commendation for their extraordinary assistance to those in distress.

CERTIFICATES OF COMMENDATION

Officers and crew of the following RMI flagged vessels protected human life at sea, bringing distressed individuals on board, offering food, water, provisions, and sometimes medical attention until those rescued could be safely transferred or disembarked.

ARISTOFANIS, managed by Capital Ship Management Corp., was requested to divert course toward a possible vessel in distress, and spent two days successfully rescuing 152 individuals from a sinking wooden boat approximately 90 nautical miles (nm) west of Crete Island.

ASPHALT SPLENDOR, managed by LSC SIA, observed individuals in the water and launched their rescue boat, on multiple occasions, to recover a total of ten distressed individuals from the water. The rescue took place in the Mediterranean Sea, approximately 30 nm from the Algerian coast.

AVRA.GR, managed by M/Maritime Corp., diverted course after receiving a message regarding a vessel in distress and commenced search and rescue operations in the Pacific Ocean. The United States Coast Guard (USCG) cutter NORTHLAND safely rescued three individuals from the distressed vessel and transferred them to AVRA.GR, which subsequently transferred the individuals to a Costa Rican Coast Guard vessel.

CAPE TAWEELAH, managed by New Century Overseas Management, Inc., observed a boat with individuals on board signaling for assistance. The Crew rescued 34 individuals, including three in critical condition. The Crew then transferred the individuals in critical condition to a search and rescue (SAR) helicopter for transport ashore. The rescue took place in the North Atlantic Ocean, 270 nm south of Gran Canaria Island.



ARISTOFANIS engaged in rescue operations west of Crete.



ASPHALT SPLENDOR engaged in rescue operations in the Mediterranean Sea.

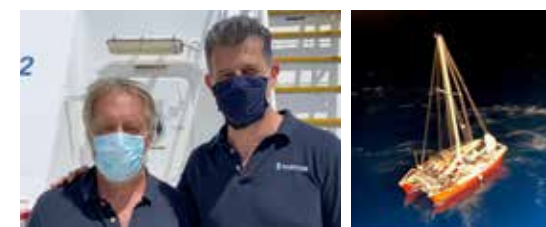
CHEMBULK BARCELONA, managed by Thome Ship Management PTE Ltd, observed a disabled vessel with individuals on board and eight distressed individuals in the water. CHEMBULK BARCELONA rescued the individuals in the water and remained with the disabled vessel for several hours until all individuals were safely transferred to a Maltese Naval vessel. The rescue took place in the Mediterranean Sea.

DAKOTA STRENGTH, managed by Atlas Maritime Shipmanagement Ltd., observed a small raft with two distressed individuals on board. The Crew threw two life rings with lines to the distressed individuals, who were safely brought aboard. The rescue took place in the Gulf of Mexico, 100 nm off the Yucatan Peninsula.

DEPENDABLE, managed by Transoceanic Cable Ship Company LLC, diverted course to assist a severely damaged vessel with one individual on board. DEPENDABLE maneuvered alongside the disabled vessel and the individual was safely brought aboard. The rescue took place in the Pacific Ocean about 400 nm off the coast of Mexico.

ECO JOSHUA PARK, managed by Central Mare Inc., was notified of a distressed sailing vessel with one person on board. Shortly after ECO JOSHUA PARK's arrival, the distressed vessel began to sink. The sole individual and his dog abandoned ship to their dingy and were subsequently brought aboard ECO JOSHUA PARK. The rescue took place while underway in the Atlantic Ocean, en route to Amsterdam.

ELAN VITAL, managed by Product Shipping & Trading S.A., received a mayday call from a bulk carrier reporting that the ship was sinking and in need of urgent assistance. ELAN VITAL arrived at the reported position in the Indian Ocean and observed a ship capsized amid a field of debris. A life raft was spotted, and ELAN VITAL maneuvered to rescue four individuals. Another individual was rescued from the water while swimming to the ship. A rescue aircraft spotted five additional individuals in a life raft and directed ELAN VITAL to their location, where they were subsequently rescued.



DEPENDABLE engaged in rescue operations in the Pacific Ocean.

HARRISON, managed by Conbulk Shipmanagement Corporation, was in the Mediterranean Sea and received a message of a nearby disabled sailing vessel. HARRISON attempted to approach the sailing vessel but was unsuccessful due to heavy weather. Establishing radio contact, they were informed there were more than 60 people on board and there was heavy damage to the mast. HARRISON took the vessel in tow and, after two hours, the sailing vessel started to flood. The Crew of HARRISON took the individuals on board via the side ladders. Sixty-three individuals were safely brought on board the ship and shortly there after transferred to the Hellenic Coast Guard vessel off Kriti Island.

MAERSK PENGUIN, managed by Maersk Tankers A/S, was anchored in the Gulf of Mexico and spotted a small boat in the distance. As the vessel drifted closer, Crew members observed one distressed individual in the water, who was wearing a life jacket and swimming towards the ship, and two individuals aboard the distressed boat. The Crew rescued the individual from the water and both individuals aboard the distressed boat. A fourth individual was later spotted in the water and brought safely aboard the rescue boat.

MAGNOLIA EXPRESS, managed by Bernhard Schulte Shipmanagement (Singapore) Pte. Ltd., received an INMARSAT-C request from Joint Rescue Coordination Centre (JRCC) Halifax to divert course and assist a disabled vessel, which was adrift after engine failure with three individuals on board. MAGNOLIA EXPRESS located and maneuvered alongside the disabled vessel, rescuing all three individuals. The rescue took place in the Atlantic Ocean, en route to Linden, New Jersey, United States.

NORTHERN OCEAN, managed by Product Shipping & Trading S.A., received a distress message from the Master of a sailing vessel indicating the vessel had lost its mast due to bad weather and had run out of fuel. NORTHERN OCEAN diverted course, spotted the sailing vessel one hour later, and then maneuvered alongside. The Crew passed two messenger lines to the sailing vessel and the individual on board was safely transferred to NORTHERN OCEAN. The rescue took place in the Atlantic Ocean, about 100 nm northeast of Bermuda, en route to Freeport, Bahamas.

RACHEL BORCHARD, managed by Kopping Reederei GmbH & Co. Kg, received a Mayday from a yacht that had lost propulsion and was taking on water, with 32 individuals on board. RACHEL BORCHARD diverted course to the reported position and commenced rescue operations. All 32 individuals were safely transferred on board. The rescue took place 105 nm from Protì, Greece.

RIG ANDROMEDA, managed by Uksnøy & Co. AS, ANDROMEDA was underway in Fernao Veloso Bay off Mozambique. Its Crew spotted a distressed individual clinging to the top of an overturned canoe. RIG ANDROMEDA maneuvered to approach the canoe while the Crew prepared the fast rescue craft. The Crew subsequently rescued the individual and took the canoe in tow.

SEAMAX DARIEN, managed by Fleet Ship Management Pte. Ltd., arrived at a rendezvous location for a supply vessel after clearing the Suez Canal. Adverse weather conditions prevented the successful transfer of supplies and the supply vessel cast off to return to port. One hour later, the supply vessel called for assistance and the Crew of SEAMAX DARIEN observed the supply vessel list to its



MAERSK PENGUIN engaged in rescue operations in the Gulf of Mexico.



NORTHERN OCEAN'S rescue operations near Bermuda.

port side and capsize. SEAMAX DARIEN immediately commenced rescue operations and sent an emergency broadcast requesting assistance from other vessels in the area. The crew deployed life rafts but were unable to maneuver them close enough to three distressed individuals in the water due to gale force winds and heavy swells. SEAMAX DARIEN observed the individuals swimming toward the vessel and lowered the port side gangway, while launching another life raft. The three distressed individuals grabbed hold of the life raft momentarily before losing hold due to conditions. The SEAMAX DARIEN, a rescue tug and another vessel searched for the distressed individuals into the night but were unable to rescue any distressed individuals.

STI BRIXTON, managed by Zenith Gemi Isletmeciligi A.S., was underway, approximately 50 nm south of Key West, Florida, when the Crew observed two distressed individuals on a homemade boat waving their arms in distress. STI BRIXTON rescued both individuals.

STI MERAUX, managed by Scorpio Marine Management (India) Private Limited, was in the Mediterranean Sea when they were requested to divert to assist a distressed sailing vessel. STI MERAUX located the sailing vessel south of Kirti Island, Greece. The Crew were informed that the engine was disabled and they were in need of assistance. A nearby tankship provided a lee to the sailing vessel, allowing STI MERAUX to bring 34 individuals on board.

THOR, managed by Primerose Shipping Co. Ltd, received a request to change course and proceed to assist a fishing boat in distress. The Crew observed a half-submerged fishing vessel with five distressed individuals on board. THOR maneuvered alongside the fishing vessel and rescued all five individuals. The rescue took place approximately 43 nm from southern Spain in the North Atlantic Ocean.

UGUR DADAYLI, managed by Dadaylilar Denizcilik Nakliyat San. Ve Tic. Ltd. Sti., was underway in the Mediterranean Sea when they were contacted to render assistance to a small vessel that had run out of fuel. Several hours later, the distressed vessel was spotted by the Crew, who observed a large number of distressed individuals onboard. UGUR DADAYLI was informed that the vessel's engine had failed, the boat had been taking on water, and was sinking. The Crew of UGUR DADAYLI safely rescued all the individuals from the disabled vessel.

VELOS FORTUNA, managed by Executive Ship Management PTE Ltd., was underway in the Caribbean Sea when notified of a small sailing vessel reportedly disabled approximately 10 nm from its position. VELOS FORTUNA approached the vessel and established communication with its Crew, who confirmed there were two individuals on board and the engines were overheating. VELOS FORTUNA maneuvered alongside and was informed that the sailing vessel's crew was repairing the engines and that they only required food and water, which was provided. VELOS FORTUNA began to pull away and, several minutes later, was advised that the vessel's engines were again overheating, and the vessel was in need of a tow. VELOS FORTUNA towed the vessel until a Haitian Coast Guard vessel took over the tow of the distressed sailing vessel to port.

(continued on page 20)



STI MERAUX engaged in the rescue of 34 individuals.



VELOS FORTUNA engaged in rescue operations off the coast of Haiti.

LETTERS OF RECOGNITION

Thirteen RMI-flagged vessels, their officers and crew, were recognized with a Letter of Recognition for situations where their vessel diverted and remained on standby to assist in a rescue.

AFIF was underway in the Ionian Sea when it was designated as the On-scene Coordinator and assisted in the rescue of 100 distressed individuals with rescue craft.

CELSIUS LONDON was underway in the Atlantic Ocean about 65 nm from the Canary Islands when it participated in the rescue of approximately 40 distressed individuals from a rubber boat with a Spanish Naval patrol vessel.

FAIRCHEM CHARGER was underway in the Atlantic Ocean when it participated in the search for a small wooden boat, which was located and confirmed to be abandoned.

LADY ALARA assisted a Greek Coast Guard rescue vessel in the rescue of distressed individuals on a small boat while transiting the Aegean Sea en route to the Dardanelles Strait.

LENI P. assisted a Libyan Coast Guard rescue vessel, which rescued 12 distressed individuals on board a rubber boat approximately 59 nm from Benghazi.

MIKELA P. was underway in the Mediterranean Sea, en route to Trieste, Italy, and diverted course to assist with a reported distressed vessel with a large number of individuals on board. Upon arrival at the reported position, the Crew observed a rescue vessel already on scene and was requested to drift until the rescue was complete.



SAN ANTONIO's Crew observed a rubber boat floating approximately 35 nm off the coast of Morocco with 20-25 individuals on board waving objects and making hand signals to get the attention of the Crew. SAN ANTONIO coordinated a rescue with a Spanish Naval patrol vessel, which rescued the individuals upon arrival.

SASEBO ECO was underway in the Ionian Sea when it located and assisted distressed individuals aboard a rubber raft until they could be safely rescued by a Hellenic Coast Guard rescue vessel.

STAR OSPREY successfully participated in the rescue of distressed individuals in a small boat with a Royal Moroccan Naval vessel while in the Mediterranean Sea.

STAR ZETA assisted a small sailing vessel in the Mediterranean Sea that had run out of fuel until a Spanish Naval patrol vessel could arrive several hours later and transfer the individuals.

STI PRESTIGE assisted a rescue aircraft in locating a wooden boat carrying approximately 40 distressed individuals in the Atlantic Ocean who were then rescued by a Spanish Naval patrol vessel.

STI SANCTITY assisted a Spanish Naval patrol vessel with the rescue of individuals from a small boat approximately 120 nm off the coast of Morocco.

TWINKLE STAR successfully assisted a Royal Moroccan Naval vessel with the rescue of 30 distressed individuals in a rubber boat while in the Mediterranean Sea.



Offices



Team



Uniquely Positioned for 10 Years



Opened to serve as a critical bridge between the business hours in Asia and International Registries, Inc. (IRI) headquarters, IRI Long Beach has grown in size and services since it opened in 2012.

“We are truly full-service, with a unique role in the network of offices as a critical link in the workday,” said Alison Wilson, IRI’s Senior International Counsel and Head of the Long Beach office. “Our location gives us the ability to service clients in Asia early in their workday, and clients on the United States (US) east coast and Europe after traditional business hours.”

Because of its location, Long Beach is open for several hours each day when all other IRI offices are closed. This has been a significant benefit to clients during the pandemic when many people and offices turned to remote work and non-traditional hours.

When Alison opened the Long Beach office ten years ago she had a small team including one inspector covering the west coast of North America. Today, the office includes three inspectors, strategically placed in Seattle, San Francisco, and Long Beach, as well as employees handling all aspects of operations including legal, corporate, technical, and seafarers’ documentation, among

others. This growth reflects the surge of trade and marine traffic between Asia and North America in the last decade.

The Long Beach and Los Angeles port area is the fifth busiest in the world for RMI-flagged vessels. “Our fleet operations team is constantly in demand,” said Alison. As the RMI feet has continued to grow, so have the services in the Long Beach office where they are able to provide greater geographic coverage and a local presence which is a benefit to RMI owners, operators, and local port State control authorities.

With the Registry growing, coupled with increasing trade between Asia and North America, the Long Beach office is on the move.

“Due to the incredible growth of the Registry overall and the Long Beach office specifically, we are currently in the process of finalizing a move to a new, state-of-the-art suite with double the square footage of our current space,” said Alison. “This speaks volumes at a time when many companies are downsizing their offices due to the pandemic. We look forward to the expansion and increasing the size of our team to continue to provide excellent service to our clientele,” concluded Alison.

A Decade of Dramatic Change in Latin America



This month, Captain Luiz Freitas, Vice President, South America is celebrating the tenth anniversary of International Registries, Inc., and its affiliates’ (IRI’s) Rio de Janeiro office. Over those ten years, he has seen the Brazilian market go through some difficult challenges and amazing progress, all while strengthening the Republic of the Marshall Islands (RMI) Registry’s services in the region. Captain Freitas explains:

“Beginning in the second half of 2014, with the decline in oil prices, there was a large reduction in offshore shipping activity. Some of our clients, mostly drilling contractors and Offshore Supply Vessel (OSV) operators needed to drastically reduce their fleets operating in Brazil. Some closed their doors while others merged with other companies. But Petrobras and other oil companies started focusing on their core activities, which enabled them to reduce expenses while generating income. This opened up new opportunities for small, independent players.”

Captain Freitas joined IRI in 2012, after 39 years of duty in the Brazilian navy, where he served with distinction as divisional officer, head of operations, staff officer, instructor, executive officer, captain, and harbor master.

He has observed that the offshore market is changing in exciting ways and IRI Rio de Janeiro is well poised to support the changing market.

“Energy companies are changing their investment patterns, with gas and renewables projects getting a larger share than just a few years ago. Over the last five years, the upsurge in offshore wind has encouraged the oil and gas market to develop new business

lines, vessels, and technology, with new and alternative business opportunity for offshore vessels.”

The RMI Registry has a proven record of support in developing global regulatory requirements for safety, security, and environmental protection through venues such as the International Maritime Organization (IMO) for the offshore industry. Similarly, the technical team provides support for projects around the world by helping to craft solutions that are tailored to the uniqueness of offshore wind units.

This means IRI is an essential partner as the Brazil market continues to evolve. “Very important to shipowners and operators is our ability to quickly interact with our other worldwide offices and service areas, in search of effective solutions to situations that arise and require immediate attention, regardless of time zone,” says Captain Freitas. “For our local clients, we communicate in their language, with the technical expertise and support of team members worldwide. This is a great advantage.”

He notes that having a full-service office in Brazil, with special agents based in Buenos Aires, Argentina, and Valparaiso, Chile, and a network of inspectors covering every country in South America, gives the RMI Registry the unique capacity to establish and maintain excellent professional relationships with key maritime authorities in the region including the Viña del Mar port State Control Agreement, which covers Latin America.

The focus is always on the safety and security of vessels, their crews, and the marine environment,” said Captain Freitas. It is anticipated that future inspections will be increasingly rigorous, and there will be ongoing concentrated inspection campaigns focusing on specific areas where a higher risk of non-compliance could exist. These aspects require better preparation of all those involved to avoid detentions or deficiencies, which keep the ship in the port until its rectification. “Of course, our owners and operators will always be able to count on our support in the region, clarifying any doubts they may have prior to carrying out these inspections,” said Captain Freitas.

The business environment is bright for Brazil’s offshore market.

(continued on page 26)

Communicating and Connecting Worldwide for 20 Years



It would be hard to find a project at International Registries, Inc. (IRI) that does not have Laura Sherman’s fingerprints on it. Since stepping through the door of IRI’s Reston headquarters in 2001, Laura has played a vital role in the Republic of the Marshall Islands (RMI) Registry’s growth and development. Initially hired as a Marketing Coordinator, Laura now oversees international marketing and advises on operational systems as Director, Marketing and Communications and Operations Technology Officer.

“Back in 2001 we were a lesser-known Registry, and it was a challenge accessing marketing opportunities in the competitive global environment,” observed Laura. “We had a core team of dedicated individuals focused on growing the Registry – in tonnage, personnel, and reputation. Today we are one of the largest registries in the world, surpassing 188 million gross tons at the end of December 2021 and have team members in 28 offices worldwide.”

That incredible growth is made possible thanks to the RMI Registry’s high-quality standards and relationships with a team that Laura calls “remarkable.” “Since I joined the Registry, our team and resources have grown tremendously,” noted Laura. “Bill Gallagher’s vision and implementation of the decentralized Registry structure, which enables local decision-making, works best when the team is unified in its focus; for us that common

thread is to maintain the high-quality standards of the Registry, by offering the best client service in the industry and staying ahead of the client’s needs.”

One of the roles Laura has played in the growth of the Registry is as a connector. In a typical year, Laura spends a lot of time on the road, attending events, conferences, and meetings around the world, building relationships with IRI team members and industry stakeholders. She often uses her personal connections to link individuals, projects, and teams.

“Our industry is filled with creative and innovative people,” commented Laura. “Early in my career I recognized that personal relationships are at the heart of our industry, and I keep that in the back of my mind all the time. Anytime people, ideas, and projects are brought together there is usually an effective solution or innovation achieved.”

Supporting expanding departments and offices keeps Laura’s marketing and technology teams engaged in almost every aspect of IRI’s business. Her teams handle all media and press inquiries, issue press releases, manage events and conferences worldwide, strategize global marketing, ensure IRI’s documents, presentations, advertisements, and communications meet IRI’s high-quality service standards, and find effective solutions to day-to-day technology challenges.

“When it comes down to it, all of our business activities revolve around communicating, information sharing, and relationships,” said Laura.

In 2007, Laura was promoted to her role as Director, Marketing and Communications. A few years later she was also named Operations Technology Officer at a time when digitalization, information sharing, and analytics were revolutionizing the industry.

“Technology has completely transformed the maritime industry over the last 20 years,” commented Laura. “It imbues everything we do on a daily basis– from issuing electronic documents and certificates to virtual meetings and video interviews. It is at the

core of our ability not only to work as a team, but to serve our clients as a modern, efficient Registry.”

With that transformation in mind, Laura has expanded IRI’s information technology (IT) team over the past several years. Together with senior leadership she has increased the capacity of the IT department, expanding real-time accessibility of decentralized IT resources. This team is now headed up by a recently hired Director, Information Technology.

Laura first came into contact with the maritime industry in 1985. While on a family vacation to Venezuela she had lunch aboard a Panama-flagged, Greek-crewed vessel. It was the first time her eyes would open to the possibilities of a career in the maritime industry.

“The industry is constantly changing, and no day is ever the same. Even after 20 years, every day is a learning opportunity to uncover more about the industry and the remarkable people who chose it for a career,” said Laura.

“I’m not sure that girl eating lunch aboard that ship knew what she was in for, but it sparked an interest in me, and I am grateful it opened my eyes to this incredible industry,” concluded Laura.



International Registries, Inc. and its affiliates (IRI) celebrated milestone anniversaries for team members in 2021. Spread across 28 worldwide offices, IRI team members work together to support clients to register a vessel or yacht, record a mortgage or financing charter, incorporate a company, issue seafarer documentation, and provide service to RMI flagged vessels. In a year unlike any other, our team came together to seamlessly provide the highest level of client service despite the challenges of COVID-19. Please join us in congratulating them for their longevity and commitment to our team as we celebrate their anniversaries.

[Click to View](#)



We sat down with Clay Maitland as he reflected on his 45th Anniversary with IRI. Congratulations, Clay!

[Click to View](#)

South America is dominating the global floating production storage and offloading (FPSO) market because of the widespread development of offshore exploration fields. Brazil individually holds the maximum number of FPSO operations in South America, as the country is home to most of the offshore projects under development in the world. This will certainly move the entire support chain, including the need for new offshore support vessels. “The Marshall Islands Registry will be there to support them in the whole endeavor,” he concluded.

Yacht Engaged in Trade (YET) Program Expands Passenger Limits (continued from page 13)

other stakeholders to ensure everyone is on the same page,” concluded Patrick.

Owners with eligible RMI flagged yachts interested in participating in the YET program should contact yachts@register-iri.com or visit Chapter II of the RMI Yacht Code when carrying up to 12 passengers onboard; or Chapter III of the RMI Yacht Code when carrying up to 36 passengers onboard.



**QUALSHIP 21
VESSELS**

**E-ZERO
VESSELS**

**PSC DETENTION
TRENDS**

**FLEET
HIGHLIGHTS**

**PRESS
RELEASES**

**UPCOMING
EVENTS**

