



GIBRALTAR MARITIME ADMINISTRATION



ANNUAL REPORT 2005/2006

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FOREWORD

By the Hon. J J Holliday,
Deputy Chief Minister and
Minister with responsibility for Maritime Affairs and the Port

It is my pleasure to introduce the First Annual Report of the Gibraltar Maritime Administration that covers the period 1 April 2005 to 31 March 2006. It describes the role, duties and responsibilities of the Maritime Administration, and contains a wealth of information on the excellent work that it has carried out over the period under review.

The Government of Gibraltar is committed to maintaining a quality Ship Register and to ensuring that Gibraltar's obligations under local legislation and international conventions are met. It is the duty of the Maritime Administration to ensure that the Government's stated policy of "Clean Waters and Safe Seas" is delivered. This, as is clear from the Annual Report, has been well and truly achieved.

The Gibraltar Ship Register has enjoyed sustained growth, since it acquired the coveted status of a Red Ensign Group Category 1 Register. I look forward to further growth in the coming months, as the register continues to expand.

The work of the Maritime Administration in ensuring that legal obligations are met by Gibraltar ships and by all ships in Gibraltar waters, has also continued to increase. The success of the administration in this field is also noteworthy.

The excellent reputation enjoyed by the Gibraltar Maritime Administration internationally speaks for itself, and reflects credit on the Maritime Administrator and the professional, technical and administrative staff of the Administration.

I commend the report to you.

J.J. Holliday.



1. INTRODUCTION

By Richard J M Garcia MBE
Chief Executive, Ministry with responsibility for Maritime Affairs

The first Annual Report of the Gibraltar Maritime Administration forms a part of the strategy developed by the Maritime Administrator, in conjunction with the Ministry, to provide a new level of information on the Administration and greater transparency. This strategy has included the development of a dedicated website for the Administration, that has attracted a large number of hits; the introduction of Shipping Circulars, to provide advice to shipowners whose vessels are flagged into the Gibraltar Ship Register; and the publication of Accident Reports on Gibraltar ships.

The growth of the Ship Register has required a complete review of the structure of the Ship Registry, particularly in light of the responsibilities of the Maritime Administration in other fields. During the period under review, this restructure has advanced considerably and the Ministry for Maritime Affairs has been created.

I would wish to pay particular tribute to Capt. Cliff Brand, the Maritime Administrator, for his efforts – together with the staff of the Maritime Administration – in raising the quality of the Gibraltar Ship Register and in attending to the wide and varied demands placed on the Maritime Administration.

I have no doubt that this Annual Report will be helpful to shipowners who have vessels on the Gibraltar Ship Registry, and to all in the industry who wish to know more about the work carried out by the Gibraltar Maritime Administration.

R.J.M. Garcia



2. FUNCTIONS

The Gibraltar Maritime Administration is a part of the Ministry of Maritime Affairs and has responsibility for the following activities:

Ship Registration

- The maintenance of a Register of Ships that fly the flag of Gibraltar, ensuring that registration requirements are met, and maintained, in accordance with flag state law.
- The registration of mortgages over maritime property.
- The maintenance of a register of seafarers, on Gibraltar registered vessels.

Survey and Inspection – (International)

- The conduct of a programme of inspections to ensure that ships flying the flag of Gibraltar comply with all the requirements of all applicable conventions, ordinances and regulations with respect to ship safety, ship security and the protection of the marine environment.
- The maintenance of complete records of all inspections.
- A commitment to ensure that inspections and surveys are conducted in an efficient and expeditious manner.

Port State Control

- The participation in co-operative agreements, including Memoranda of Understanding, with other like-minded states to give effect to policy with respect to the inspection of foreign registered ships. Gibraltar comes under the Paris MOU.

Survey and Inspection – (National)

- The conduct of a programme of inspections to ensure that locally operated vessels comply with all the requirements of all applicable national legislation with respect to ship safety and the protection of the marine environment.
- The maintenance of complete records of all inspections.
- A commitment to ensure that inspections and surveys are conducted in an efficient and expeditious manner to ensure safe operation by local operators.



Casualty Investigation

- The investigation of marine casualties and incidents on flag state vessels, and other vessels in Gibraltar territorial waters, with a view to determine what action, if any, is needed to ensure the protection of life and property at sea and the marine environment.

Legislation

- The development of regulations and standards for the marine industry in the areas of maritime safety and marine environmental protection in particular to transpose the provisions of international conventions, and EC legislation into Gibraltar law.

Enforcement

- The enforcement of regulations and standards for the marine industry in the areas of maritime safety and marine environmental protection, taking account of the commercial impact of the manner of enforcement.
- The recommendation to the Ministry for Maritime Affairs for the ordering of investigations into competence, conduct and/or fitness of an officer in case of loss of ship, loss of life, serious damage to a ship, heavy pollution and indications of impairment and criminal offence.
- Assisting HM Attorney General for Gibraltar to bring about the prosecution of offenders particularly in relation to serious offences against the laws of Gibraltar.

Certification of Seafarers

- Ensuring seafarers on flag ships hold valid certificates appropriate to their rank and that they comply with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, (STCW 78) as amended.

Maritime Training and Safety Standards

- The facilitation of national training programmes and establishments in conjunction with other Government authorities.
- The maintenance of a record of all national maritime employees' qualifications.

International Activities

- Assisting in the representation of Gibraltar maritime interests at international organisations and with agencies of foreign governments that have similar interests.



3. LONG TERM OBJECTIVES

- To maintain Gibraltar's status as Red Ensign Group (REG) Category 1 Shipping Register while further developing it.
- To further develop maritime training in Gibraltar for both officers and ratings.
- To improve the quality of the ships registered in Gibraltar and the crew employed on them.
- To maintain Gibraltar's status on the Paris Memorandum of Understanding "White List" of quality flags.
- To achieve a similar status on applicable like-minded Memoranda of Understanding.
- To undertake successful audit under the IMO voluntary audit scheme.
- To complete all casualty investigations with-in 6 months of an incident.
- To undertake 95% of audits of Gibraltar flagged vessels with Gibraltar surveyors.
- To visit the most at risk ships, under Port State Control, and implement the necessary remedial measures.
- Host a stand at an internationally recognised shipping event in accordance with Government policy.
- Further development of Gibraltar in the area of merchant shipping, promotion of Gibraltar as a base for international shipping activities and enhancement of the international reputation of the Gibraltar flag.



4. ORGANISATIONAL STRUCTURE & STAFF

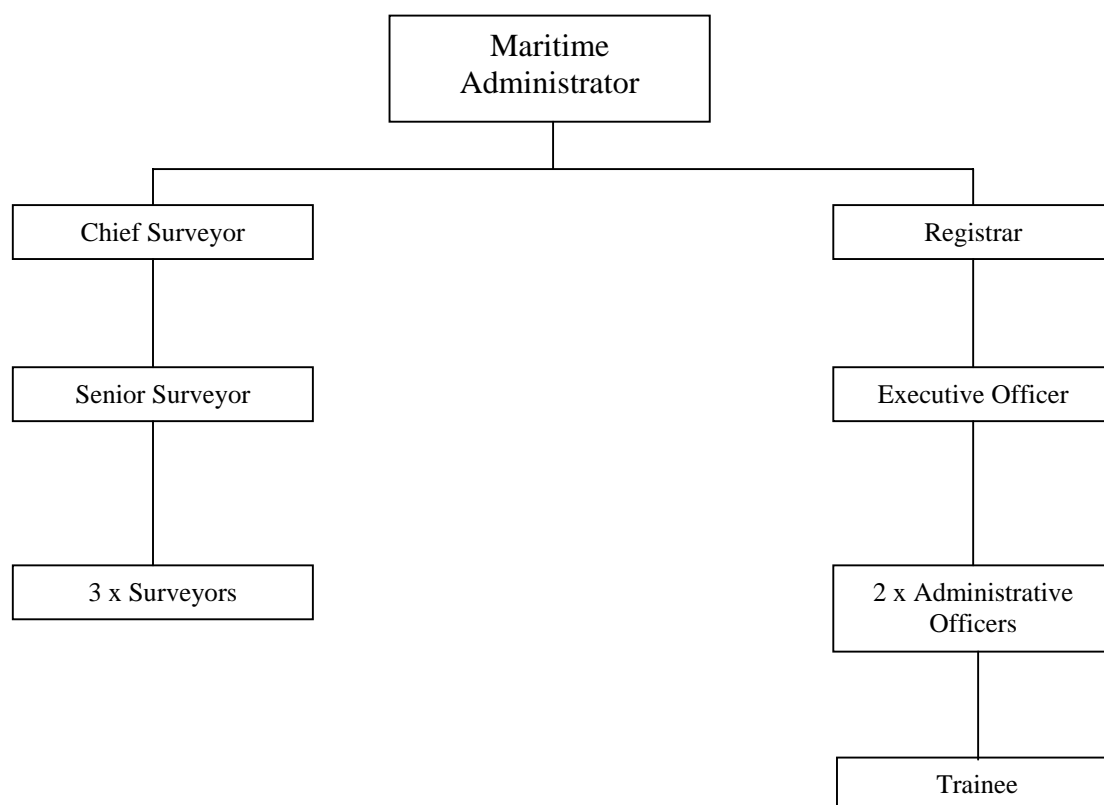
The Gibraltar Maritime Administration is headed by the Maritime Administrator who reports to the Minister responsible for Maritime Affairs through the Ministry's Chief Executive.

Currently, the Gibraltar Maritime Administration employs 10 full time staff members with an additional person being temporarily employed under the European Social Fund (ESF) training scheme.

Of the 10 staff, four administration staff including the Registrar of Ships and one surveyor are employed on permanent and pensionable terms within the Gibraltar civil service.

The Executive Officer returned to the Gibraltar Maritime Administration in January 2006 after successfully completing a MSc. in Maritime Affairs at the World Maritime University in Malmö, Sweden and undertaking a 7-week training programme at the UK Maritime & Coastguard Agency.

The remaining five staff members are employed under Government contract terms on a 3-yearly renewable basis. During the reporting period, the Administration's Senior Marine Surveyor, left to take up employment with the Maritime Authority of New Zealand. His replacement is anticipated to be in post by October 2006. In addition, the Administration is actively recruiting another marine surveyor and an additional administrative member of staff in order to meet the increased demand generated by continued growth.





5. MAIN ACTIVITIES

5.1 Ship Registration

Gibraltar's shipping register is a register within the Red Ensign Group (REG), together with the UK, Isle of Man, Bermuda and the Cayman Islands. All REG group members operate under policy formulated by the UK's Maritime and Coastguard Agency (MCA) in relation to safety standards and quality.

As the Gibraltar Register is an EU Member states' register, vessels registered in Gibraltar enjoy rights to cabotage within the EU.

As at 1 April 2006, the Gibraltar ship registry had 195 vessels registered which included 96 full registrations, 97 bareboat registrations and 2 under construction registrations. The number of vessels registered represented a total tonnage of 1.173 million gross tonnes (Annex 1).

The average age profile of the fleet is 11 years.

Since 1997 the registry has grown from 27 registered vessels to its current number of 195 (Annex 1).

Since 2004 the number of registered vessels has remained reasonably stable although there has been considerable activity with 25 ships leaving the register and a similar number joining during the reporting period. However, a number of those ships leaving the register were requested to do so by the Administration in light of their poor Port State Control record.

This period of stability was followed by one of growth which has seen the number of registered vessels increase from 175 to 195.

5.2 Surveys and Inspection – (International)

As part of the Red Ensign Group, (REG) the Gibraltar Maritime Administration has a policy, in line with that of the UK Maritime and Coastguard Agency (MCA), to conduct International Safety Management Code (ISM) survey and audit work, International Ship and Port Security (ISPS) verification work as well as ILO inspection work by exclusive surveyors employed by the flag state.

The majority of other statutory survey and inspection work, in accordance with International Conventions, is delegated to one of seven Classification Societies recognised by the Red Ensign Group.

For the purposes of maintaining a quality register, it is also the policy of the Gibraltar Maritime Administration that a flag state surveyor visits each registered vessel at least once every 30 months to coincide with ISM initial, renewal and intermediate verification requirements, in line with International



Maritime Organisation (IMO) guidelines. These visits, whenever possible, are harmonised with ISPS verification work.

In addition, it is also the policy of the Gibraltar Maritime Administration to carry out annual ISM office audits, in accordance with IMO guidelines. Currently 11 companies have Gibraltar Documents of Compliance (DOC's). Other owner/operators of Gibraltar registered vessels have been issued with a Letter Of Acceptance (LOA) by the Administration.

During the period 1 April 2005 until 31 March 2006, Administration surveyors carried out 56 surveys/audits. This number represents a total of 90% of required inspections by the Administration.

5.3 Survey and Inspection – (National)

In addition to carrying out survey and inspections internationally, the Gibraltar Maritime Administration has the responsibility for annual survey and inspection of locally operated vessels in accordance with national legislation, which for larger vessels, incorporate international standards and requirements.

Currently, there are 70 vessels operating from the port of Gibraltar. These vessels range in size from small boats operating as harbour craft to larger vessels operating as bunker barges.

Collectively, locally operated vessels employ approximately 200 seafarers.

The licence to operate a vessel locally is dependent on satisfactory survey and inspection and acceptable qualification of the crew.

During the period 1 April 2005 until 31 March 2006, 60 surveys were carried out on locally operated vessels.

5.4 Port State Control

Gibraltar, again as part of the Red Ensign Group, participates in the Paris MOU to give effect to policy in combating sub-standard shipping.

In this connection, there is currently a legal requirement to carry out port state control inspections on ships calling at Gibraltar to ensure compliance with international conventions. The number of inspections that need to be carried out equal 25% of the non-REG ships calling at the port of Gibraltar to load or discharge cargo alongside, and cruise ships. However, this number of inspections is carried out on any vessel entering the port of Gibraltar or in the anchorage that is not an REG ship.

The Gibraltar Maritime Administration has a policy in place to ensure that a proportion of the required inspections are carried out on passenger vessels that visit the port.



For some time now the Administration has met its requirement under the Paris MOU in relation to the number of required inspections. During the period 1 April 2005 until 31 March 2006, 39 Port State Control inspections were carried out and 8 vessels were detained until identified detainable deficiencies were rectified.

5.5 Certification of Seafarers

In accordance with STCW (Standards of Training, Certification and Watchkeeping for Seafarers) 1978, as amended, the Gibraltar Maritime Administration, in conjunction with the vessel operator, is responsible for ensuring seafarers on Gibraltar flagged ships hold valid certificates appropriate to their rank and qualifications.

In order to serve on a Gibraltar registered ship an officer should be in the possession of a UK Certificate of Competency (COC) or a UK Certificate of Equivalent Competency (CEC). In the absence of a UK certificate/endorsement the officer requires a Gibraltar endorsement in recognition of an appropriate certificate.

Gibraltar recognises officers' certificates issued by flag states that are recognised for this purpose by the UK MCA.

During the period 1st January 2005 until 31st December 2005, 1,052 Recognition endorsements / revalidations were issued and 1,023 Provisional Recognition of Certificates were issued. (Annex 2). In the period 1st January 2006 to 31st March 2006, 318 Recognition endorsements / revalidations were issued and 328 Provisional Recognition of Certificates were issued. Endorsements or revalidation of documents issued by the Administration since mid 2005 require the previous verification of the qualifications claimed by a seafarer to obviate the possibility of fraud.

In addition to the issuing of Gibraltar endorsements, the Administration carries out examinations towards the issue of local boatmasters' certificates of competency. Since 1 April 2005, 21 such examinations have been conducted, with a further 60 envisaged in the next 12 months.

5.6 Legislation

Arising from its membership of the EU, Gibraltar has an obligation to transpose EU maritime Directives. At the request of Gibraltar the UK will extend to Gibraltar IMO and ILO Conventions.

During the reporting period, as a result of the transposition of EU maritime Directives, the following Gibraltar Regulations came into force:

- Gibraltar Merchant Shipping (Community Vessel Traffic Monitoring and Information System) Regulations 2004.



- Gibraltar Merchant Shipping (Ro-Ro Ferry and High-Speed Passenger Craft on Regular Service) regulations 2005.
- Gibraltar Merchant Shipping (Manning, Training and Certification for Seafarers) Regulations 2006.
- Gibraltar Merchant Shipping (Stability Requirements for Ro-Ro Passenger Ships) Regulations 2006.

During the reporting period no maritime Conventions were extended to Gibraltar. A list of Conventions that have been extended to Gibraltar can be found at Annex 3.



6. MARITIME SAFETY

Safety in shipping is a major issue of concern and importance for the Gibraltar Maritime Administration; consequently measures have been taken for the effective control of the fleet and the maintenance of high levels of safety.

A strategy to minimise the number of casualties and to reduce the rate of port detentions of Gibraltar registered vessels was implemented in 2002, and has been gathering momentum.

The strategy consists of three main measures: the strengthening of the Administration by the commitment of additional resources by the Government; a proactive approach in identifying problematic vessels on the register so appropriate action can be taken to reduce the number of deficiencies and detentions on registered vessels; and forcing sub-standard ships out of the register.

6.1 Detentions (Gibraltar registered vessels)

The substantial progress made by Gibraltar in respect of decreasing the number of detentions to Gibraltar registered vessels is evident in the Paris MOU annual reports, where the percentage of Gibraltar registered vessels detained has shown a steady decrease since 2003. The excess factor, a measure in determining flag states performance, was + 0.31 for the year 2003 and for 2005 it was + 0.27.

In line with a current policy of encouraging poor performing vessels to leave the register and a more pro-active approach to PSC inspection results Gibraltar has recently progressed to the coveted Paris MOU “White list” with an excess factor of - 0.35.

6.2 Casualties

In accordance with the appropriate International Conventions, primarily UNCLOS LOSC’ 82, Loadline, SOLAS, MARPOL, STCW as amended and ILO 147, with guidance from the IMO Code for the Investigation of Marine Casualties and Incidents (A.849 (20) the Gibraltar Maritime Administration is required to carry out investigations into marine casualties and incidents on all vessels with-in its jurisdiction; Gibraltar registered vessels in any waters; and all vessels in Gibraltar waters.

The level of investigation, following a report of an accident can vary from a simple administrative enquiry by telephone or letter, to a comprehensive field investigation that would normally require the attendance of at least 2 surveyors. Any investigation of this nature would normally be expected to culminate in a detailed accident report for submission, as a minimum, to IMO after a period of consultation with affected parties.



During the reporting period 37 accidents were reported of which one resulted in the total loss of the vessel. Six field investigations were carried out by the Administration, all culminating in a publicly available report, containing recommendations to the appropriate bodies, with the aim of improving maritime safety.

6.3 Monitoring of Classification Societies

In conjunction with the UK MCA and other REG group members the Gibraltar Maritime Administration carries out a monitoring programme of its Recognised Organisations (RO's).

Article 11 of European Council Directive 94/57/EC as amended, requires that a Member State must satisfy itself that the recognised organisations acting on its behalf for the purpose of Article 3 (2), effectively carry out the functions referred to in that Article, by having the recognised organisations monitored by its competent administration. The Gibraltar Maritime Administration currently recognises the following organisations:

- American Bureau of Shipping (ABS)
- Bureau Veritas (BV)
- Det Norske Veritas (DNV)
- Germanischer Lloyd (GL)
- Lloyds Register (LR)
- Nippon Kaiji Kyokai (ClassNK)
- RINA

Monitoring exercises were carried out for the period 1 April 2005 to 31 March 2006. Each of the seven recognised organisations was assessed against the requirements of the Annex to Council Directive 94/57/EC of 22 November 1994.

Written agreements are in place with all the authorised RO's and monitoring is carried out in accordance with Annex IV. The Classification Society monitoring methodology includes:

- Participation in Vertical Contract Audits focussing on high-risk ship types as identified in the MCA Risk Assessment model;
- Monitoring of files records, procedures and performance at the British Committee (BC) meetings, also focussing on examination of files of high-risk ship types as identified in a Risk Assessment model;
- British Certification Committee (BCC) meetings with all Recognised Organisations and MCA, to discuss matters of policy and mutual interest.
- A Risk Assessment model, designed by the UK MCA, is used as a guide to monitor performance of each Class Society. The risk



assessment is a live document, for which the statistics are updated on an annual basis in order to quickly identify deterioration in performance, identify high-risk vessels and to implement amendments to the targeting strategy accordingly.

6.4 Promulgation of information

In January 2006, due to the expansion of the register and client feedback, the Gibraltar Maritime Administration launched its own web site. The web site allows access to information for current and potential clients. It has also been constructed to allow easy downloading of important and useful information such as application forms and industry circulars.

One of the duties of the Administration is to keep owners/operators, masters/crews and Classification Societies updated on important shipping related regulations entering into force and Government notices and policy, by issuing relevant circulars.

In Annex 4 is a list of all the circulars, excluding those related to maritime security, issued by the Administration during the reporting period.

All circulars may be found on the Gibraltar Maritime Administration's web site at www.gibmaritime.com



7. OTHER ACTIVITIES

7.1 Quality

The high quality of management in the Gibraltar Maritime Administration received international recognition when it achieved ISO 9001: 2000 quality standard accreditation in November 2005.

As well as raising the profile of the Gibraltar flag in international shipping the standard provides a framework from which the foundations have been built to ensure continual improvement in the various activities of the Administration, further enhancing its reputation.

7.2 Maritime training in Gibraltar

Maritime training is another field to which particular attention is given because of its importance to safety at sea and the prevention of marine casualties.

Historically, maritime training for those individuals in Gibraltar wishing to pursue a career at sea has been carried out in the UK. As a consequence, the cost of such training has proved very expensive, both to individuals and local shipping companies.

During the reporting period the Government of Gibraltar announced that with the procurement of a fire-training simulator, maritime training in Gibraltar, initially in the four basic STCW courses, would commence during the forthcoming year. Individuals wishing to pursue a career at sea will no longer have to travel extensive distances to undergo training.

The delivery of the four basic STCW courses will lay the foundations for future availability of more comprehensive maritime training in Gibraltar.

In addition to the delivery of training in the basic safety courses the Government of Gibraltar also announced the start of an Officer Cadet training programme, the funding of which, is partly being sponsored by a group of local maritime firms. It is the intention that a minimum of two youngsters from Gibraltar will enter the programme on an annual basis. September 2005 saw the first two cadets begin their officer training in the UK, which consists of, attendance at a recognised marine college supported by training at sea on a variety of merchant vessels.

The initial training that the Gibraltar maritime industry is helping to fund is just the beginning. The maximum value to Gibraltar will come when an officer has become a Master Mariner or a Chief Engineer, and then wishes to come to Gibraltar to take up a senior position in the industry.



7.3 International activities

In relation to international activities, as part of the UK delegation, the Red Ensign group has a strong influence on international shipping at IMO, and other safety related institutions.

Senior Administration staff regularly attend committee meetings on Flag State Implementation, Marine Environment Protection, Marine Safety, and Standards of Training and Watchkeeping.

During the reporting period senior administration staff attended committee meetings at MEPC 54, BLG 10 and participated in a correspondence group on the proposed new Chapter VIII to Annex I of MARPOL73/78. In addition, input was provided, via the UK's MCA, into the major committee and sub-committee meetings at IMO and ILO.

7.4 Promotional activities

The promotion of the Gibraltar flag and of Gibraltar as an international shipping centre offering high standard shipping services, is a significant ongoing activity of the Gibraltar Maritime Administration.

During the reporting period, in conjunction with the Gibraltar Port Authority, a stand was hosted at Posodonia 2006. In addition, promotional activities were taken in Germany, Norway and Greece. Corresponding with these activities, the opportunity to visit existing clients in the afore-mentioned countries was undertaken.

These visits provided valuable feedback which contributed towards the continual improvement in the various activities of the Administration.

7.5 Revenue and expenditure

Total revenue for the Gibraltar Maritime Administration for the financial year 2005/2006 amounted to £583,900.

Total expenditure for the Gibraltar Maritime Administration for the financial year 2005/2006 amounted to £519,816.59

A breakdown of income and expenditure is at Annexes 5 and 6.

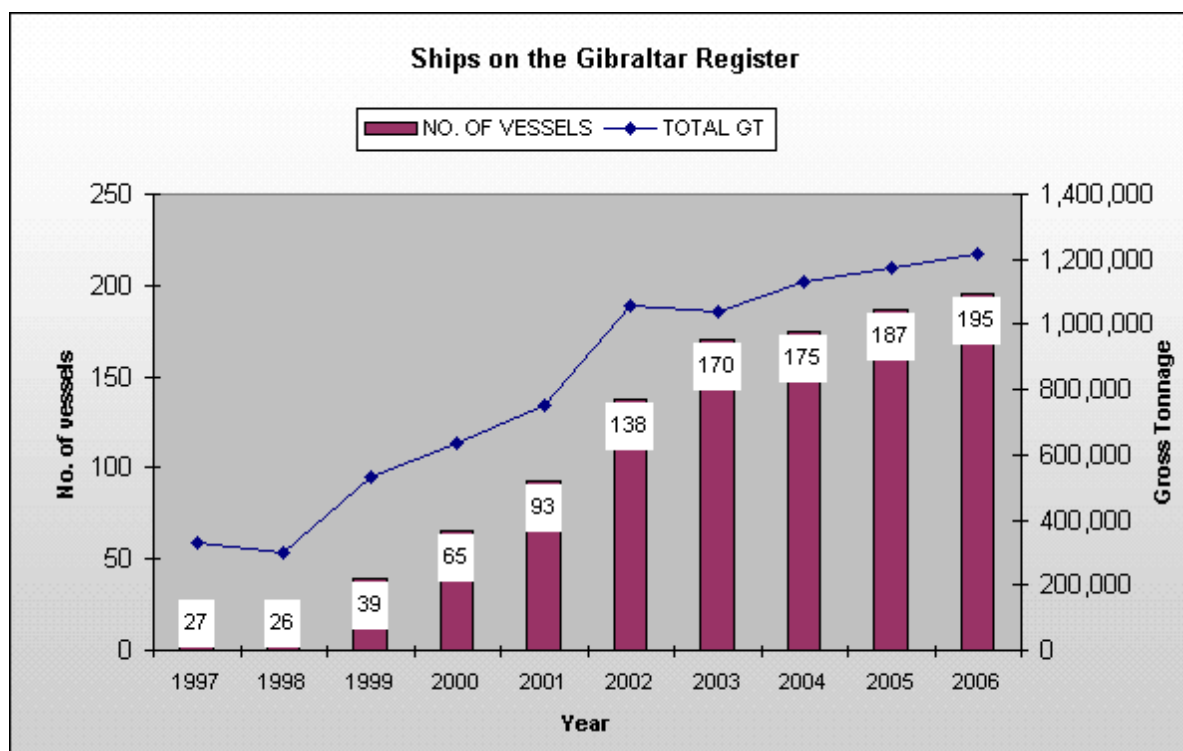


ANNEX 1. – Registered vessels / gross tonnage

GIBRALTAR SHIP REGISTRY DATA as at 31st March 2006

YEAR	NO. OF VESSELS	TOTAL GT	NEW REGISTRATIONS
1997	27	330,000	*
1998	26	299,215	*
1999	39	529,542	13
2000	65	633,681	26
2001	93	751,402	28
2002	138	1,058,401	51
2003	170	1,041,597	47
2004	175	1,131,713	25
2005	187	1,173,552	37
2006	195	1,215,477	10

As at 31-Mar-06

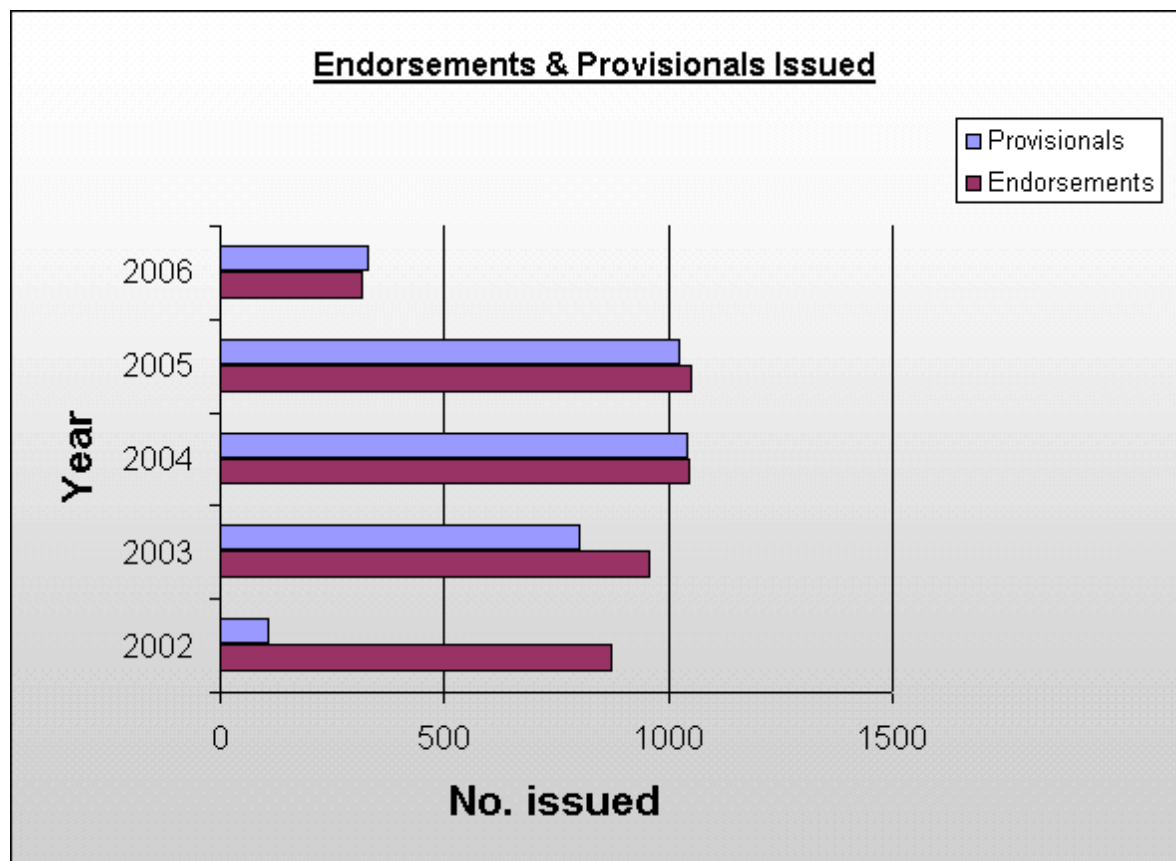




ANNEX 2. – STCW’95 Seafarers’ Endorsement Certificates and Provisional Recognitions of Certificate issued

Gibraltar Recognition Endorsements & Provisional Recognition of Certificates issued:

Year:	Endorsements	Provisionals
2002	871	108
2003	955	799
2004	1047	1041
2005	1052	1023
2006	318	328 as at 31/03/2006
Total:	4243	3299





ANNEX 3. – Conventions extended to Gibraltar

IMO

Convention Name	Entry into Force	Date extended to Gibraltar
UNCLOS		12-Jan-98
SOLAS 1974	25-May-80	01-Dec-98
SOLAS Protocol 1978	01-May-81	01-Dec-88
SOLAS Protocol 1988	03-Feb-00	30-Jan-04
LL 1966	21-Jul-68	01-Dec-88
LL Protocol 1988	03-Feb-00	30-Jan-04
Tonnage 1969	18-Jul-82	01-Dec-88
Colreg 1972	15-Jul-77	15-Jul-77
STCW 1978	28-Apr-84	27-Sep-95
SAR 1979	22-Jun-85	22-Jun-85
MARPOL 73/78 A I/II	02-Oct-83	01-Dec-88
MARPOL 73/78 A III	01-Jul-92	01-Dec-88
MARPOL 73/78 A IV	27-Sep-03	Pending
MARPOL 73/78 A V	31-Dec-98	01-Dec-88
MARPOL Protocol 1997 A VI		Pending
Intervention 1969	06-May-75	08-Sep-82
CLC Protocol 1992	30-May-96	15-May-98
FUND Protocol 1992	30-May-96	15-May-98
PAL 1974	28-Apr-87	28-Apr-87
PAL Protocol 1976	30-Apr-89	30-Apr-89
LLMC 1976	01-Dec-86	01-Dec-86

ILO

Convention Name

- **ILO 008** – Unemployment (Shipwreck).
- **ILO 016** – Medical Examination of Young Persons.
- **ILO 022** – Seaman's Articles of Agreement.
- **ILO 023** – Repatriation of Seaman.
- **ILO 032** – Accident Protection (Dockers).
- **ILO 056** – Sickness Insurance (Sea).
- **ILO 068** – Food (Ships Crew).
- **ILO 070** - Social Security (Seafarers).
- **ILO 074** – Able Seaman Certification.
- **ILO 087** – Freedom of association.
- **ILO 092** – Crew Accommodation.
- **ILO 098** – Right to Organise and Bargaining.
- **ILO 108** – Seafarers Identity Documents.
- **ILO 133** – Crew Accommodation (Supplementary)
- **ILO 147** – Minimum Standards



ANNEX 4. – Circulars issued by the Gibraltar Maritime Administration

Shipping Guidance Notices:

SGN No.	Issue Date	Subject
001	2005	General guidance
002	2005	MARPOL Annex VI
003	2005	Amendments to SOLAS 174, as amended
004	2005	Radio log book
005	2005	Immersion suits
006	Jan/2006	EEBD's
007	Apr/2006	Ballast Water Management Plans
008	Apr/2006	Safety Equipment – periodical service/maintenance
009	May 2006	CSR's
010	Jul /2006	Bunker delivery notes and fuel oil samples

Shipping Information Notices:

SIN No.	Issue Date	Subject
001	2005	General guidance
002	2005	Full Registration renewals
003	2005	PSC / SOPEP manuals
004	2005	Amendments to SOLAS 174, as amended
005	2005	Port State Control
006	Jan/2006	Website
007	Jan/2006	Change of Name
008	Jan/2006	STCW Administrative Instructions
009	Feb/2006	STCW Administrative Instructions
010	Mar/2006	Payment for Gibraltar endorsements
011	Apr/2006	Changes to Survey and Travelling Time Fees
012	Apr/2006	Revision of MARPOL Annex II & the IBC code

Administrative Instructions:

AI No.	Issue Date	Subject
001	01.01.06	Fees and Charges (re-issued 05-05)
002	01.01.06	Exemption – ITC 69 (re-issued 10-05)
003	01.01.06	Official log/crew agreement (re-issued 12-05)

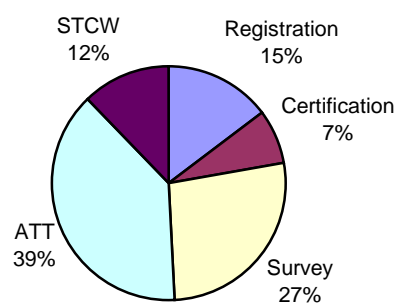


ANNEX 5. – Revenue - 2005/2006

Revenue (to the nearest £100) 2005 / 2006

Registration	£86,000.00
Certification	£43,000.00
Survey	£158,000.00
ATT	£225,500.00
STCW	£71,400.00
Total: £583,900.00	

Revenue (rounded figures) 2005 / 2006





ANNEX 6 – Departmental Expenditure 2005/2006

Expenditure 2005 / 2006

Personal Emoluments (incl. Salaries)	£414,905.55
Office Expenses	£21,980.34
Operational Expenses	£29,029.53
Other Charges	£53,901.17
Total:	£519,816.59

