

# FLAGSHIP

All Flags Are Not Alike

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**NEWS FROM  
THE LIBERIAN  
REGISTRY**

## Message from the COO



Liberia is the premier ship registry and offers innovative solutions unlike any other flag. Now, at the helm of the Registry, I would like to thank LISCR's Executive Chairmen for the incredible opportunity to lead the world's largest quality ship registry into the future as well as the whole LISCR team worldwide. Our shared vision of quality and fleet efficiency propel us to reach new heights together.

As we enter this new era, it is my plan to lead the Liberian Registry toward setting new fleet quality standards in terms of detention prevention, data-sharing, transparency and overall industry collaboration; one of the many issues on the horizon is how to prevent casualties. Given the mass amount of data that is now available, there is no reason that we cannot improve overall predictability and prevent serious incidents from happening. In order to achieve this, leading flag Administrations must increase their capacity to provide information in a real-time, transparent and convenient way to their fleet and to other stakeholders. Most flags are not investing in this important technology; however, we are and continue to do so.

To facilitate this move toward data-based predictability in casualty investigations, the IMO members States must change the Casualty Code to make it mandatory for all parties. Blame typically falls back to the Flag State, however investigations and reporting should be the responsibility of all stakeholders. The industry needs to see full and proper investigations, and share the data that is collected, so that accidents and other casualties are prevented in the

future. The unfortunate reality is that sometimes we can only get a portion of the story; if all stakeholders were involved we could always get the complete picture.

Liberia has, and will always have, a permanent voice at IMO, and is present at all committee and subcommittee meetings. Liberia continues to be a full-time voice for shipowners on matters such as casualty investigations, and Liberia will always take a leadership role on key issues.

Lastly, I would like to mention the steps we are taking as a Registry to remain proactive in the face of the COVID-19 outbreak that has disrupted global markets, shipping and many of our daily lives. In addition to the measures we announced to the fleet in our Marine Advisories, we have also taken the necessary precautions to ensure the health and safety of our international team across our regional offices, as well as our network of auditors and inspectors. We want to support the industry as much as possible during this trying time, and we will take extraordinary steps to reduce the risks and exposure to our staff and clients as much as possible; this means using technology, and adjusting many of the requirements previously in place.

Please contact the Registry, myself or any of our regional offices for any assistance you might need, and we will do everything we can to support you during this time. Thank you all for your wonderful support, and we all wish you good health.

Alfonso Castillero, Chief Operating Officer

## Message from the Executive Chairmen



We wish to thank our clients, employees, and industry partners for contributing to a remarkable 2019 for the Registry. Through our deep commitment to innovation, talent development, and a cultural obsession with addressing client needs, the Liberian-flagged fleet grew by an incredible 17 million GT in 2019, and was the fastest growing major ship registry

globally. We are firmly in reach of soon becoming the largest Registry in the world. However, scale is not the sole factor in how we define our success. As a multi-generational organisation we are keenly focused on maximizing the Registry's service platform and ensuring its gold-standard quality. This is ultimately what makes us most proud.

Moving forward, we will continue to focus our attention on three key initiatives; digitisation of Registry services, recruitment and nurturing of maritime subject-matter experts, and expansion of our geographical reach to service clients locally. This is vital for ensuring that the Registry is pro-active and

personable. We are delighted to have recently achieved many innovative additions to our digital WayPoint portal, as well as the recent opening of numerous new service offices ranging from Imabari to Oslo. Our aim is to continuously remain relevant and to deliver value whenever and wherever clients need it.

2020 has undoubtedly begun with several unique challenges for the maritime industry, whether it be the implementation of new IMO regulations, market volatility, or the tremendous macro-impact of the ongoing COVID-19 outbreak. We are understanding of the additional burden that these issues put on our clients and stakeholders. As always, we will be a steadfast partner as we collectively navigate the months ahead, and we look forward to updating you as we continue to expand and refine our platform.

With thanks,

Adam Cohen & Elan Cohen  
Executive Chairmen

## Liberia's Expanding Fleet



The Liberian Registry welcomes DIONISIS. Meadway Shipmanagement Inc. of Greece has taken delivery of the 35,842 GT bulk carrier from Japan's I-S Shipyard Co. Ltd. Welcome to the fleet!



Welcome aboard to the 107,879 GT bulk carrier BULK SANTIAGO. The vessel was built by New Times Shipbuilding Co. in China and delivered to 2020 Bulkers this past September. Welcome!



The Liberian Registry welcomes the 25,167 GT liquefied gas carrier WINNIPEG, built at Hyundai Mipo Dockyard Co., Ltd., and operated by Eastern Pacific Shipping in Singapore. Welcome to the fleet!



The 108,100 GT bulk carrier, NSU AMBITIOUS, built by Imabari Shipbuilding Saijo in Japan for NS UNITED KAIUN KAISHA joined Liberia's growing fleet. Welcome!

## Liberian Registry launches first-ever dynamic Detention Prevention Programme

The Liberian Registry has developed and released a dynamic Detention Prevention Programme (DPP), which is an automated Port State Control (PSC) risk assessment system that focuses on preparedness before Liberian vessels enter into port. This valuable tool and platform is offered to Liberian-flagged ships free of charge.

Liberia's unique system is the ONLY Detention Prevention Programme of its kind offered by any Flag State. The system aggregates data from across the industry, including Flag State data, Port State data and Class Society data, for a PSC risk analysis of its entire fleet.

The system calculates and assigns a PSC boarding risk category to all 4,500+ Liberian-flagged vessels, which allows Liberia to focus its efforts on vessels that are more likely to have a PSC boarding, detention or deficiency. The score for each vessel adjusts in real time based on the port which the vessel is entering. For instance, a vessel may be categorised as low risk for boarding in Singapore, while the same vessel may be high risk for boarding in Houston. Each PSC MoU, each country and each port have their own specific requirements and their own PSC trends that the system considers when determining a vessel's risk score.

To help vessels prepare for port arrival, LISCR provides dynamic pre-arrival checklists, and schedules

inspections upon arrival as necessary. This allows owners and operators to take early and effective action to ensure their vessels remain in compliance with applicable requirements, which of course leads to saving valuable time and money.

Alfonso Castellero, COO of the Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the Liberian Registry, says, "We are proud to be recognised as the most technologically advanced flag, and we continually invest in technologies that help save our shipowners time and money.

"Liberia's Detention Prevention Programme is automatic, real-time, completely dynamic and free of charge for Liberian-flagged vessels. LISCR's dedicated IT and Fleet PSC Performance departments have spent countless hours working to perfect our Detention Prevention Programme, and what we have built is truly ground-breaking.

"By bringing together data from multiple key industry sources, we are able to see the complete picture of our vessels, their history and thus, their potential risk factor. Our accurate algorithm has already helped prevent detentions in various circumstances all over the world, and this is just the beginning."

The Liberian Registry continuously monitors, evaluates and implements ongoing compliance efforts while maintaining its position as the world's fastest growing open registry.

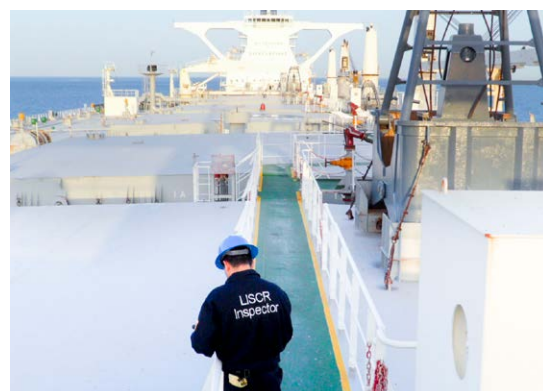
## Liberian Registry appoints USA Regional Compliance Managers

The Liberian Registry is carrying on its global expansion and support of vessels, owners and seafarers by expanding its network of Regional Compliance Offices, strategically located in the major ports of the United States. These offices, led by experienced Regional Compliance Managers, are located in Houston, New Orleans, Seattle, Jacksonville, and Virginia/Mid-Atlantic. Each Compliance Manager provides 24/7 support for vessels entering their respective region.

Alfonso Castellero, COO of the Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the Liberian Registry, says, "we will be opening additional Global Compliance Centres, including in Australia, Rotterdam and several additional ports in China, in the near future, joining the Registry's already extensive global network of full-service Regional Offices. We believe in these investments, which give the Liberian flag clients a direct return on their investments. Some flags may use their revenues on cocktail parties or lavish events, we believe in investing directly in services that vessels, shipowners and operators will benefit from."

Liberia's Fleet PSC Performance staff based at its headquarters in the US, in conjunction with the specially trained exclusive auditors and regional compliance managers, have aligned compliance efforts to ensure Liberian-flagged vessels and crews are as prepared, compliant and safe as possible.

As a result of these efforts and investments, Liberia remains the largest white-listed flag in all port State control MoUs. Liberia is also listed as a QUALSHIP21 flag.



## Liberian Registry introduces a simplified vessel registration process



The Liberian Registry has announced its Expedited Registration Process, or ERP, effective as of 01 January 2020, in an effort to further streamline the registration and re-registration of vessels in the Liberian Registry. The new process reduces the number of requirements, and allows for technology and digital files to replace tedious administrative work, creating a more simplified process overall. The new ERP is a prime example of Liberia's commitment to reducing redundant workflows, saving time and leveraging technology in order to provide a better user experience for its clients.

Chief Registrar of the Liberian Registry, Greg Maj, describes the benefits, noting that "the vessel vetting is done electronically and within minutes, while all supporting documents are now accepted in E-form prior to registration and post-closing. Furthermore,

class documents are no longer required at initial registration for most ROs, as the data is already automatically exchanged."

Additional changes implemented by the ERP include abbreviated application for registration, in-house verification of recorded signatures, the acceptance of digital versions of original documents, reduced need for Evidence of Authority and much more. As a strong start to the new year, the process is now easier and more efficient than before, saving clients time and money.

The Liberian Registry continues to invest heavily in technology to streamline processes, and as a result of this vision, it grew by 17 million GT in 2019. This growth proves that clients can see the difference in what the Liberian Registry has to offer.

## Liberia strengthens Norwegian presence

The Liberian Registry is strengthening its presence in Norway with the opening of a new full-service office in Oslo. This marks Liberia's 4th new office opened since 2019, as the Registry continues to grow its global network to uphold its commitment to quality and local service worldwide.

The Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the Liberian Registry, has announced the appointment of Ms Hege Solstad as General Manager of the Norwegian office.

Operating from LISCR's newly opened office in downtown Oslo, Hege Solstad joins the Registry with a great deal of maritime experience, both in Norway and internationally, after a successful career with Wilhelmsen Ships Service as Regional Director in Norway, the Black Sea Region, Dubai, Singapore and South East Asia.

The Liberian Registry has seen tremendous growth in 2019, which set Liberia apart as the world's second largest ship registry in both number of ships and tonnage. This growth was augmented by an increase in tonnage from Norwegian owners and operators, and the appointment of special agents in Oslo and Bergen. This demand from the Norwegian



Alfonso Castillero, COO & Hege Solstad, General Manager

market made opening the Oslo office a necessity.

Alfonso Castillero, Chief Operating Officer of LISCR, says: "We have been very fortunate to experience rapid growth with Norwegian owners. As part of our commitment to providing only the best and fastest support and service to our clients, we are excited to open our full-service office in Oslo this month. Further, we are thrilled to have Hege joining us; her experience and stellar reputation will be a tremendous asset to the Registry. She joins LISCR's dynamic and talented European team and will oversee our continued growth in Norway while supporting our Norwegian clients locally."

The Liberian Registry, which grew last year by 11.1% and over 17 M GT, is continually expanding its international network, and recently opened offices in Imabari, Japan, Guangzhou and Qingdao, China, and now in Oslo, Norway.



From left to right: Eiji Okazaki, President of LISCR Japan; Martin Crawford-Brunt, CEO of RightShip; Kris Fumberger, Sustainability Manager of RightShip; Yoshimi Uruguchi, Technical Manager of LISCR Japan

## LISCR, RightShip and Class NK hold annual seminar in Japan

LISCR Japan, RightShip and ClassNK held a joint seminar for the 5th time since 2011. The two-day seminar (held in Tokyo and Osaka) focused on developments and current challenges facing the maritime industry and attracted shipowners, operators, ship managers, class societies, banks and shipbuilders from Japan and across Asia. The event was a good opportunity for owners to communicate with RightShip, one of the industry's leading maritime risk management and environmental assessment organisations. Thanks to Martin Crawford-Brunt and Kris Fumberger of RightShip, and LISCR's Eiji Okazaki and Yoshimi Uruguchi.



## MOL-Karpowership to unveil their 1st LNG-to-Powership project in Senegal

A first floating storage and regasification (FSRU) unit for the MOL-Karpowership joint venture, Karmol, is set to deliver to Senegal early in 2020. The Liberian-flagged Karmol LNGT Powership Africa will soon undertake gas trials off Singapore, following its conversion at Sembcorp Marine, before heading to West Africa.

MOL and Karadeniz-controlled Karpowership formally announced their partnership on LNG-to-floating power in March. The design envisages LNG being delivered to an FSRU that then supplies gas to a Karpowership unit, which sends power ashore.

The MOL-Karpowership partnership is expected to be first to put an LNG-to-floating-power project into operation.

## LET LIBERIA INTERVENE

A Liberian vessel recently arrived on the West coast of the US, and it was scheduled for a USCG boarding. As a preventive measure, the Liberian Administration worked with the operator to conduct a Safety Preemptive Inspection before the USCG conducted their boarding. The Flag Inspector found serious deficiencies on the vessel, and the Administration acted to prevent a detention by communicating these issues to the USCG and also outlined the actions that were being taken to correct the deficiencies. Due to the Administration's proactive approach and sharing of deficiency information, the USCG did not include any of the deficiencies identified by Flag on their report and did not detain the vessel. The intervention of the Administration resulted in the vessel avoiding a USCG detention, limited the deficiencies on the vessel's PSC report and kept the vessel's international inspection record clean.



## NEWS FROM THE LIBERIAN REGISTRY

### In this issue...

Message from the COO

Message from the Executive Chairmen

Liberia's Expanding Fleet

Liberian Registry launches first-ever dynamic Detention Prevention Programme

Liberian Registry appoints USA Regional Compliance Managers

Liberian Registry introduces a simplified vessel registration process process

Liberia strengthens Norwegian presence

LISCR, RightShip and Class NK hold annual seminar in Japan

MOL-Karpowership to unveil their 1st LNG-to-Powership project in Senegal

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Sign up for Liberian Registry email updates, including Flagship newsletters, LISCR Notices, Advisories and other alerts by subscribing online at [www.liscr.com/subscribe](http://www.liscr.com/subscribe).



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