

The Cayman Islands Shipping Registry (CISR)

Flag State Annual Summary Report 2025

1. Introduction

As per the IMO Instruments Implementation Code (III Code) a Flag State is encouraged to evaluate its performance on a periodic basis.

Annual reports on accidents and incidents, seafarer complaints and other welfare issues reported to the Maritime Authority of the Cayman Islands (MACI) are published on our website <https://www.cishipping.com/our-organisation/summary-reports> .

The purpose of this annual report is to review the following: -

- Overall Flag State performance
- Overall Port State performance of the CISR fleet
- Deficiencies from inspections of CISR merchant ships
- Deficiencies from inspections of CISR yachts

As of 31 December 2025, the CISR fleet was approximately 4.3 million GT and approximately 2,656 units, made up of the following: -

Pleasure Yachts	2,457
Merchant Vessels	97
Merchant Vessels - bareboat out	12
Domestic Vessels	81

574 large yachts are certified as compliant with the Red Ensign Group (REG) Yacht Code, on a mandatory basis for commercial use or on voluntary basis (both full and partial compliance) and 14 certified as compliant with the Cayman Islands Caribbean Cruising Area (CCA) Code; these totalling 588 are hereafter referred to as 'Code yachts'.

Most statutory audits, surveys, and inspections of merchant ships in the CISR fleet are fully delegated to Recognized Organizations (ROs) when the vessels meet our eligibility criteria and maintain their 'low risk' status. This enhanced delegation arrangement is supplemented by dynamic risk ranking from PSC performance, periodic Flag State general inspections and ISM Company audits. In addition, as part of our RO monitoring programme, Classification Society records are reviewed.

CISR carry out annual Yacht Code surveys on all Code yachts; only in exceptional circumstances are they delegated to ROs.

2. IMO III Code Audit

In 2021 the International Maritime Organization (IMO) audited the UK and the wider Red Ensign Group (REG) against the IMO Instruments Implementation (III) Code. The audit revealed just two findings, when the average tends to be in double figures, and best practice in several areas. The REG clearly demonstrated that we take our international obligations very seriously.

In 2025, the Cayman Islands was audited by the UK MCA against the III Code and CISR received no findings for areas under their direct responsibility. Furthermore, the MCA commended CISR for achieving high standards.

2. International Chamber of Shipping (ICS) - Flag State Performance Table

As per the latest [ICS Flag State Performance 2024/2025 Report](#), CISR has 'positive performance indicators' in all the monitored areas: PSC, Ratification of major international maritime treaties, the use of Recognised Organisations in compliance with the IMO RO Code, Age of fleet, Reporting Requirements, Attendance at IMO meetings and IMO Member State Audit. As an indicator, the table positively identifies flags that are in compliance with International Labour Organisation (ILO) reporting obligations, as well as flags confirmed by the IMO to have communicated information demonstrating that full and complete effect is given to the relevant provisions of the STCW Convention.

	Paris MOU White List	Port State Control	Ratification of Conventions	ICS Flag State Performance Indicators
Flag state has an ICS member national shipowners association	Paris MOU White List	Not on Paris MOU Black List	MARPOL including Annexes I - VI	A.739
Squares suggest positive performance indicators	Tokyo MOU White List	Not on Tokyo MOU Black List	LL 66 (and 88 Protocol)	Age
	USCG Qualship 21	USCG Target List (safety)	STCW 78	Reports
		SOLAS 74 (and 88 Protocol)	ILO MLC	IMO
		MARPOL including Annexes I - II	CLC/FUND 92	
			Recognized Organizations	
			Low Average Age (Ship Numbers)	
			On latest STCW 95 'white list'	
			Completed full ILO Reports	
			IMO Meetings Attendance	
			IMO Audit Scheme	

- Cayman Islands

3. Port State Control (PSC) Performance - General

With the support and shared quality values of our shipowners, managers and crew, CISR has achieved 'Whitelist' and 'Low Risk' status in all the major MoUs on Port State Control, including the USCG QUALSHIP 21 programme. Over the years CISR flag-in procedures and criteria have been developed, and will be further amended as necessary, to mitigate the risk of registering ships which might negatively impact on our PSC ranking but more importantly to safeguard against unfair treatment of seafarers, and non-compliance with the highest environmental and safety standards.

It should be remembered that detentions not only increase the MoU's risk ranking of the Flag State, but it also increases the MoU's risk ranking of the ISM Company such that other vessels in their fleet will be at a higher risk of a PSC inspection.

Whenever a vessel is detained, or a single PSC inspection raises more than 5 deficiencies, or when more than 8 deficiencies are raised from all PSC inspections in a 12-month period, the Company is required to undertake a detailed root cause analysis and present a corrective action plan (CAP) for acceptance. Should the CAP prove not to be effective in eliminating deficiencies (raised by PSC, Flag State or the RO) the vessel's risk ranking is increased and additional flag state inspections will be required until a low risk status is restored.

CISR's quality objectives use the same PSC regions (i.e. Paris, Tokyo and US) as the ICS Flag State Performance as an indicator.

For these key PSC regions, the detention results over the last 3-year period are as follows: -

Detentions		Paris MoU	Tokyo MoU	USCG
2023	Merchant Vessels	0	1	0
	Commercial Yachts	0	0	0
	Pleasure Yachts	0	0	1
2024	Merchant Vessels	0	0	0
	Commercial Yachts	0	0	0
	Pleasure Yachts	0	0	0
2025	Merchant Vessels	0	0	0
	Commercial Yachts	0	0	0
	Pleasure Yachts	0	0	0

2025 – Flag State Performance Predictions

Our predictions regarding 2025 PSC Performance rankings are the maintenance of our 'white-listed' status in both Paris and Tokyo MoUs, and our continued inclusion in USCG QUALSHIP 21 programme.

Our position in the Paris MoU is likely to increase from 6th to 1st place!

Our position in the Tokyo MoU is likely to decrease from 13th to 17th but only due to a decline in the number of PSC inspections; our last detention was in 2023.

4. Shipping Notices, Guidance Notices, Safety Flyers and Annual Summary Reports

Shipping Notices

The following shipping notices were issued in 2025: -

- The Carriage of Additional Guests on Private Yachts [CISN 01/2025](#)

Guidance Notes

The following guidance notes were issued in 2025: -

- Tenders and Auxiliary Tenders of Large Commercial Yachts [CIGN 01/2025](#)
- Harassment and Sexual Misconduct Onboard Ships [CIGN 05/2025](#)
- The Carriage of Additional Passengers on Commercial Yachts [CIGN 06/2025](#)
- IMO Maritime Safety Committee (MSC) 107 Convention and Code Amendments [CIGN 07/2025](#)
- Pilot Transfer Arrangements [CIGN 08/2025](#)

The following guidance notes were revised in 2025: -

- Cayman Islands Shipping Notices and Guidance Notes [CIGN 01/2017 Rev.2](#)
- Instructions to Recognized Organizations and their Surveyors [CIGN 02/2025 Rev.1.1](#)
- Approving Amendments to Ship Security Plans [CIGN 03/2025 Rev.1](#)
- Mandatory Reporting of Certain Incidents and Occurrences Onboard Cayman Islands Ships [CIGN 04/2025 Rev.1](#)

Safety Flyers

The following safety flyers were issued to the yachting industry in 2025: -

- Shell doors in yacht hulls Yacht [Flyer 01/2025](#)
- Pilot boarding arrangements [Flyer 02/2025](#)
- Unsafe working at height [Flyer 03/2025](#)

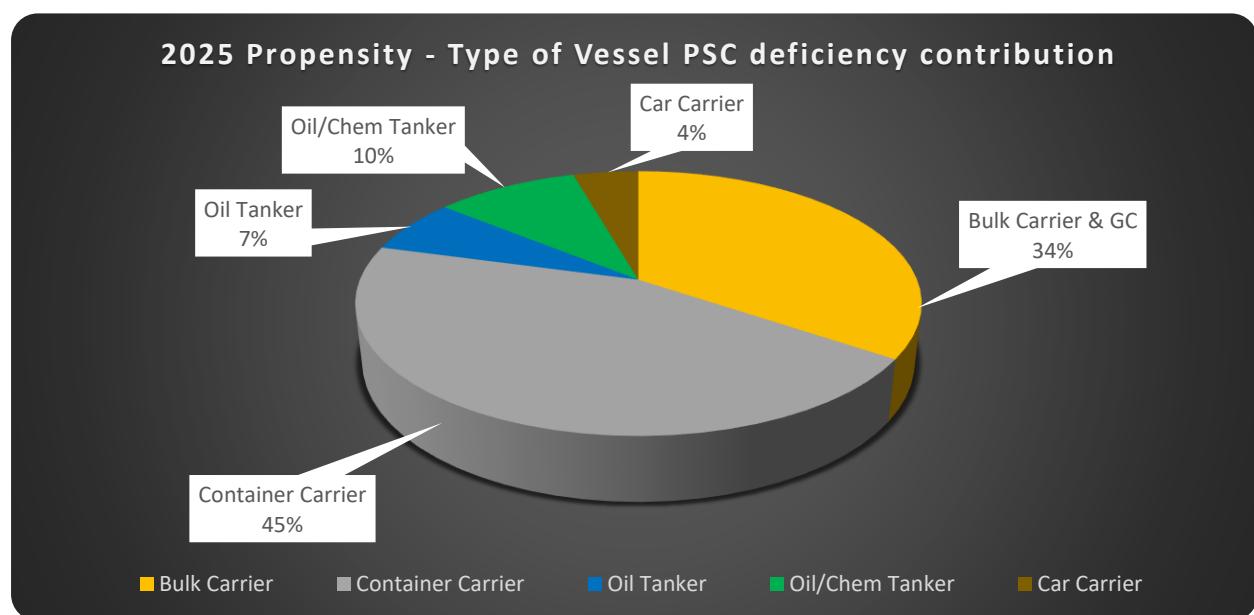
Annual Summary Reports

The following annual summary reports were issued in 2025: -

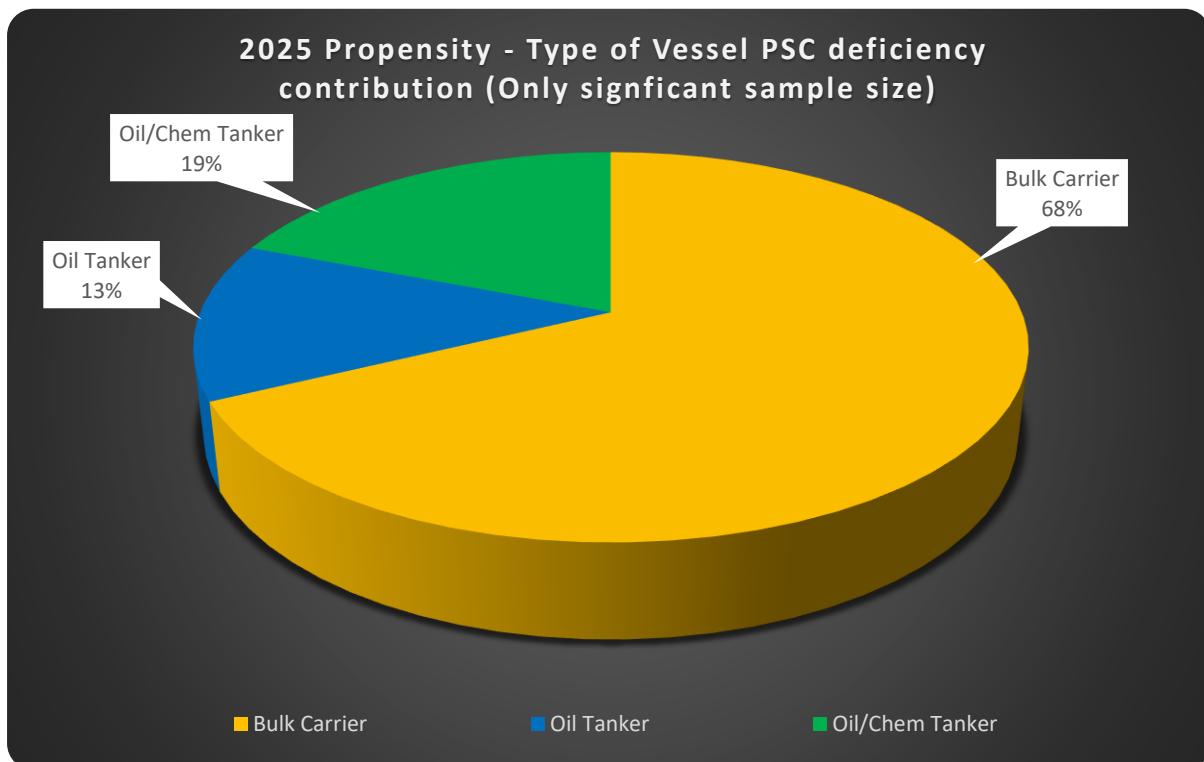
- [The Cayman Islands Shipping Registry \(CISR\) Flag State Performance Report 2024](#)
- [The Maritime Authority of the Cayman Islands Shipping Master Report 2024](#)
- [Accident and Incidents Reported to MACI Summary Report 2024](#)

5. PSC Performance 2025 - Merchant Ships

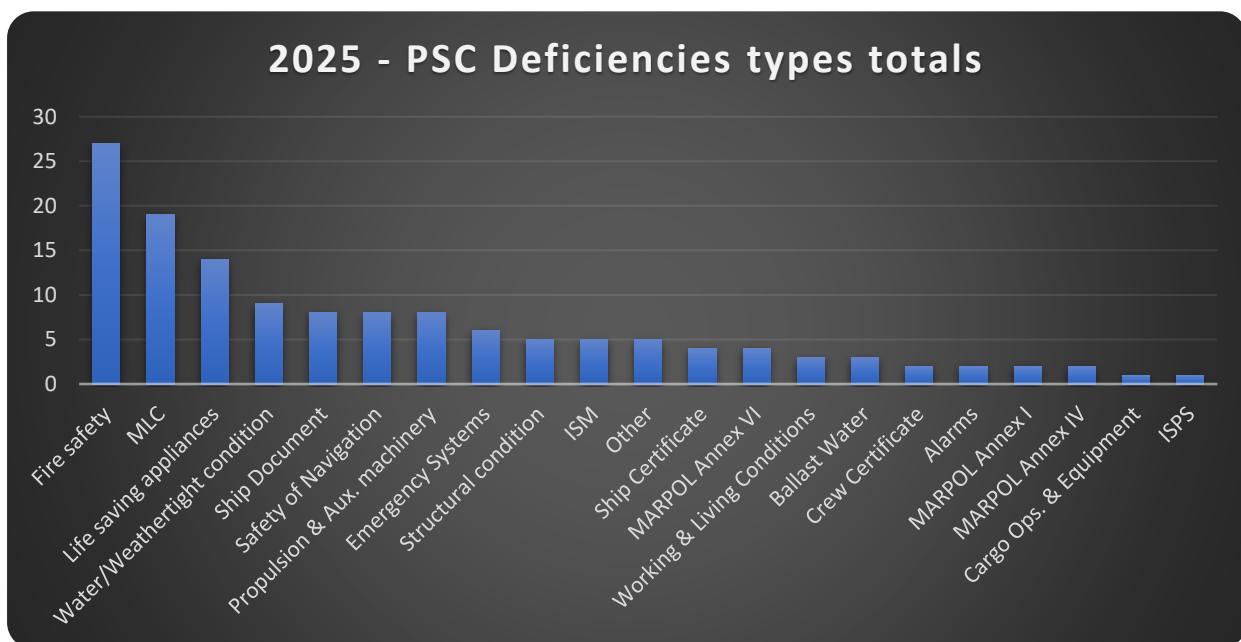
Bulk Carriers remain the highest risk ships in terms of propensity to attract deficiencies. The picture shown by the pie chart below is skewed due our aging small fleet of container ships; their propensity percentage has shot from 6% in 2024 to 45% in 2025 due to them picking up an average of 4 deficiencies per inspection. Additional measures were instigated by the company with the worst performing container ship and the follow up Flag State inspection found the vessel to be in good condition.



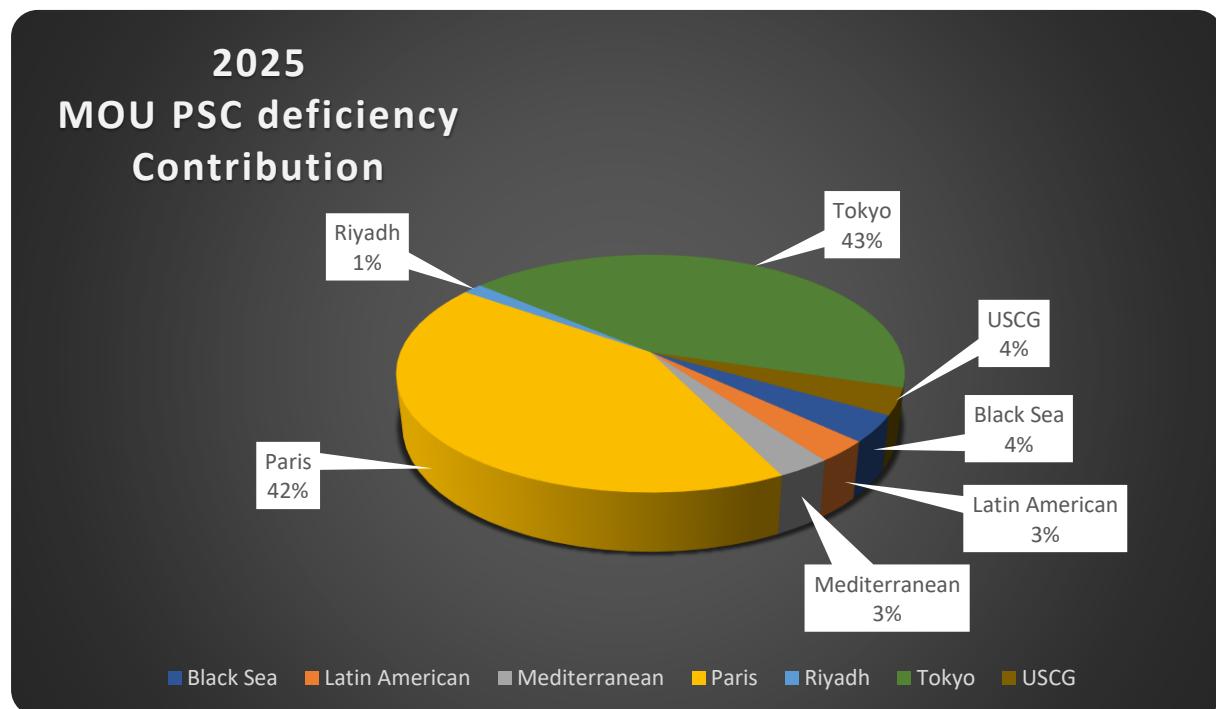
Removing ship types 'Container ship' and 'Car Carrier', due to their small sample size, provides a much clearer overall picture.



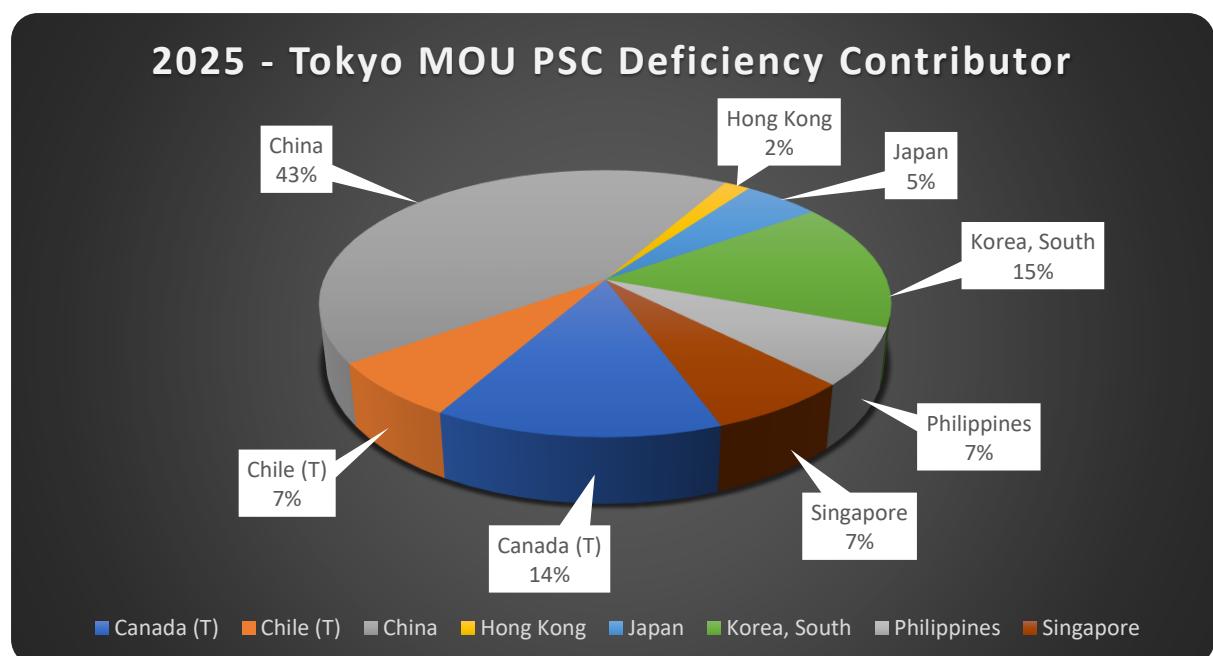
Across all PSC regions the statistics by deficiency type are as below. The top five above is generally consistent with previous years, except for MLC which is primarily the result of the PSC MOU concentrated inspection campaign (CIC). Similarly in 2024 'emergency systems' featured in the top 5 because it was a PSC MOU CIC item.



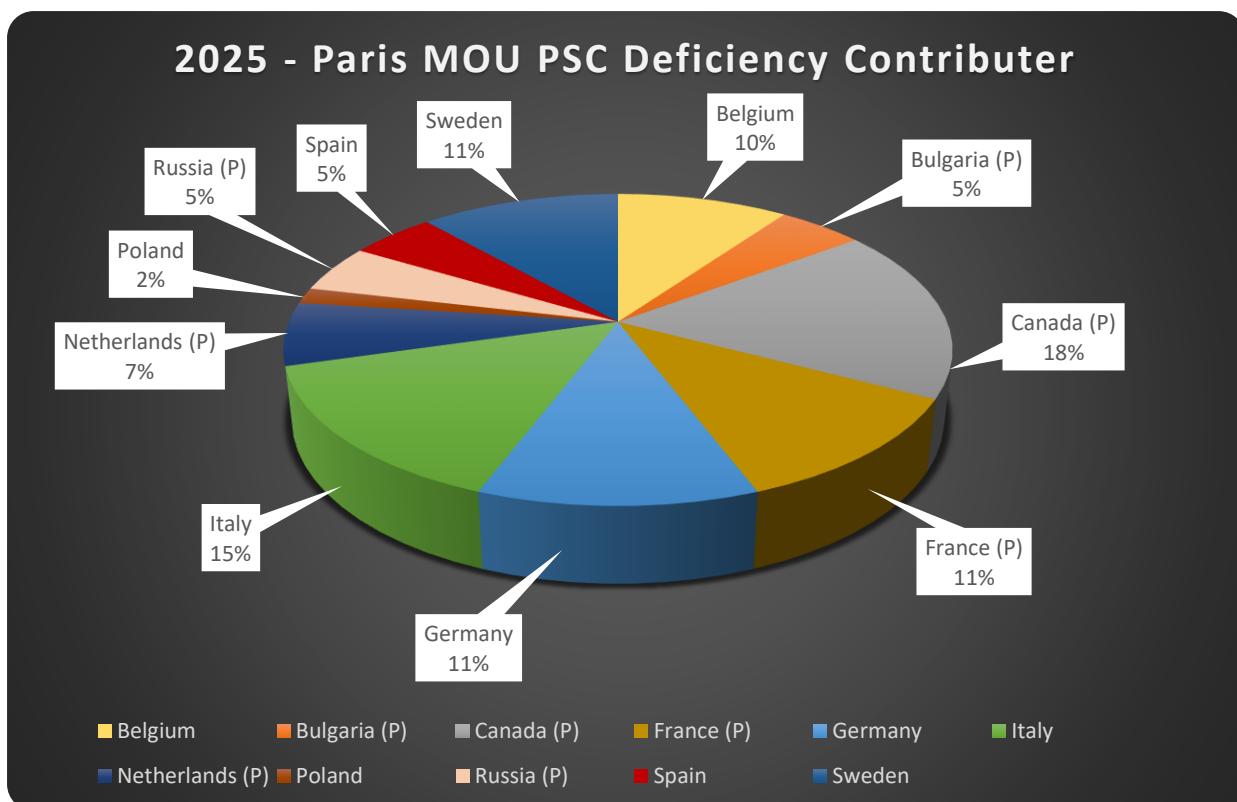
The main contributors of PSC deficiencies were the Paris and Tokyo MoU's which is consistent with previous years. Whereas the contribution from the USCG has dropped from 9% in 2024 to 4% in 2025.



Within the Tokyo MoU, the most deficiencies were recorded in China. However, for the first year Canada has featured as a significant contributor, now on a par with South Korea.

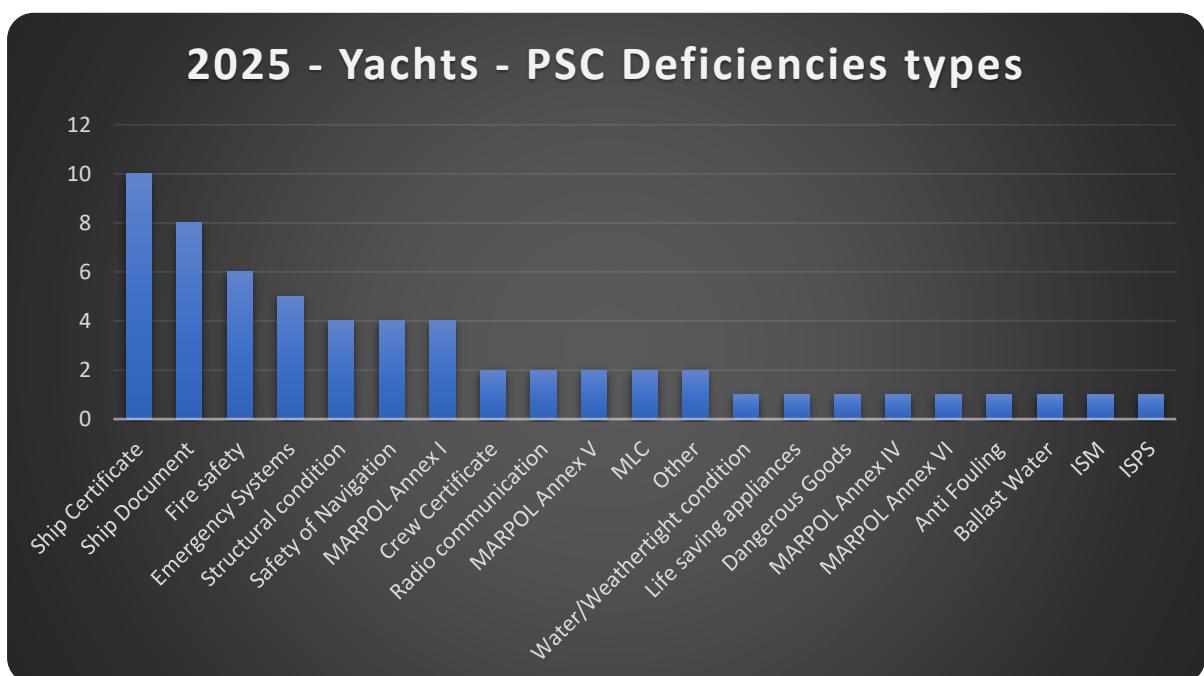


Within the Paris MoU, Canada has surpassed Belgium and Italy (who have historically been the biggest contributor) and generally there is a more even spread.

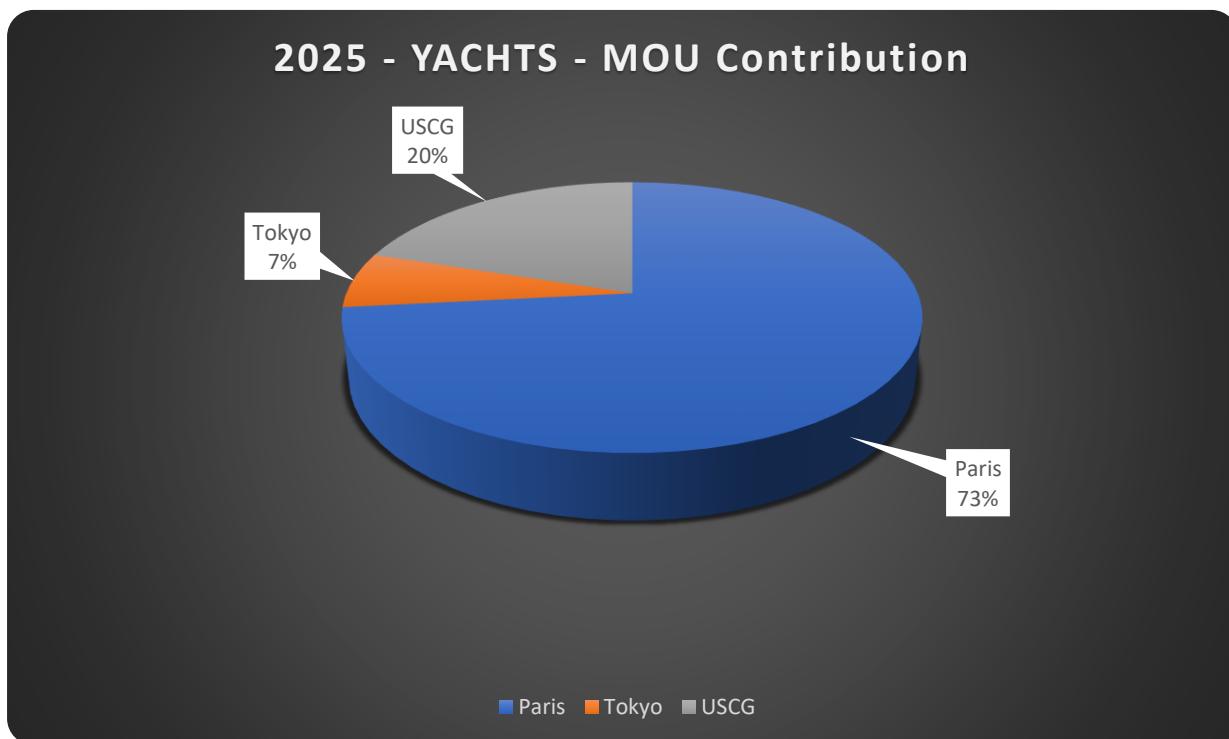


6. PSC Performance 2025 – Yachts

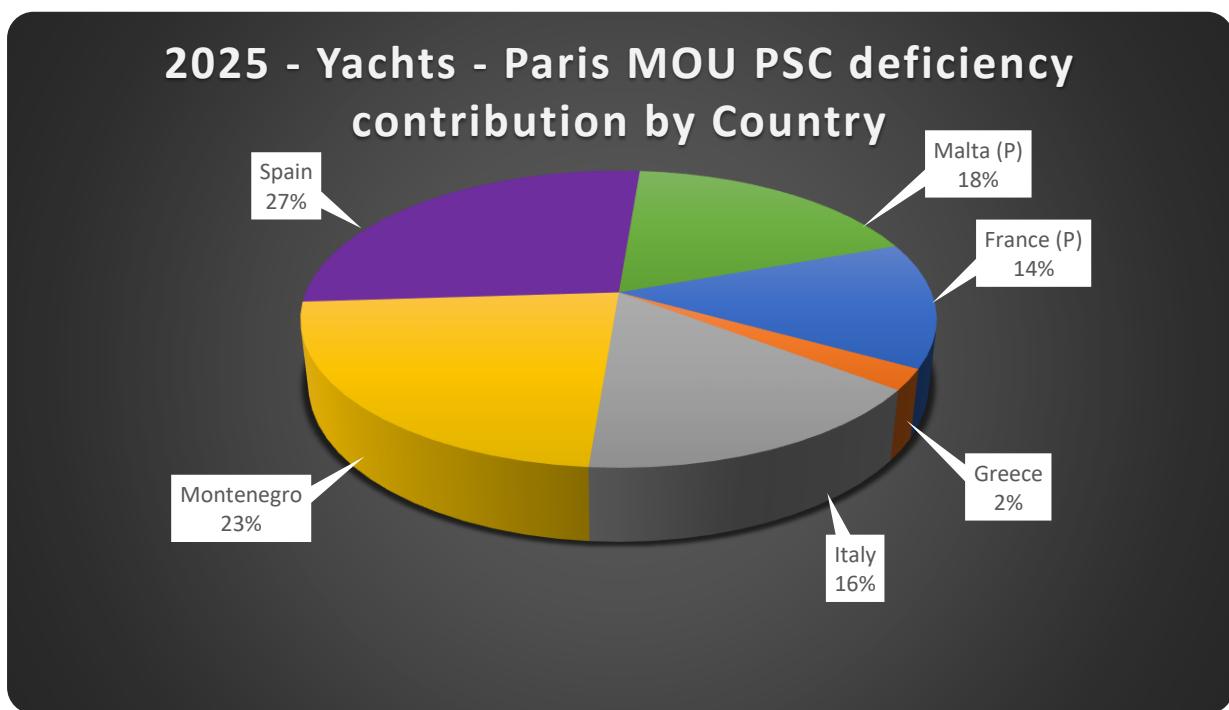
Across all PSC regions the statistics by deficiency area are as below. It is unusual to see 'structural condition' as a high-ranking type for yachts, and the 'emergency systems' featuring is likely the result of the recent PSC MOU CIC. Upon further inspection, some of the 'structural condition' deficiencies were found to have been wrongly coded by the attending Port State Control officer and the remaining items related to watertight door closing/indication or steering gear condition.



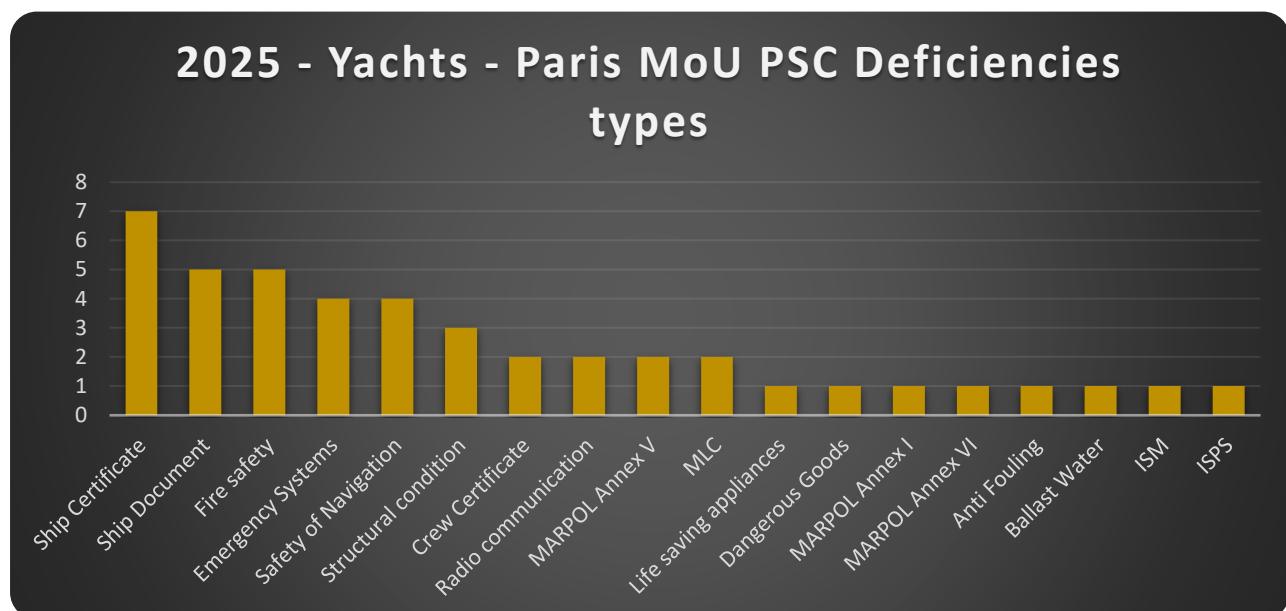
The main contributor of PSC deficiencies was the Paris MoU by a significant margin, followed by USCG which is consistent with previous years. For the first time Tokyo has featured, perhaps reflecting an increase in cruising in the Asia-Pacific region.



Within the Paris MoU, the most deficiencies were recorded in Spain. However, most notably Italy has reduced from 70% in 2024 to 16%, and Montenegro has increased from 3% in 2024 to 23% in 2025.

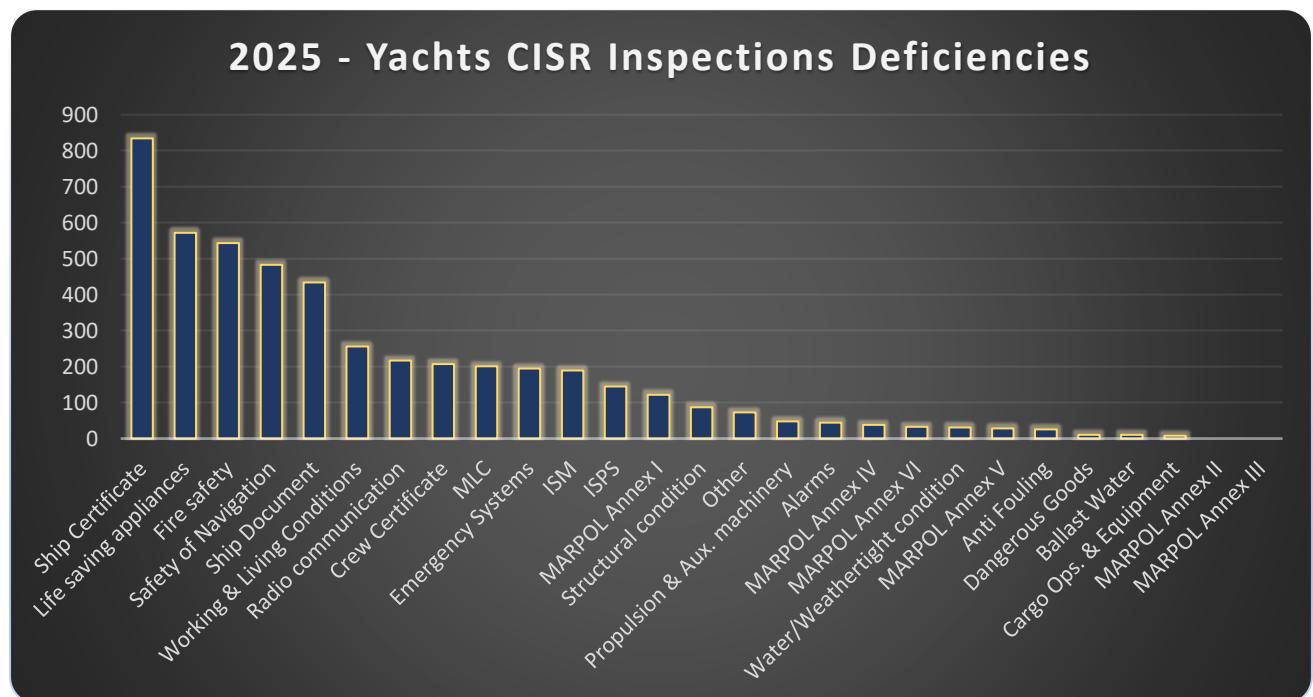


The top 15 deficiencies for the Paris MoU were as below.



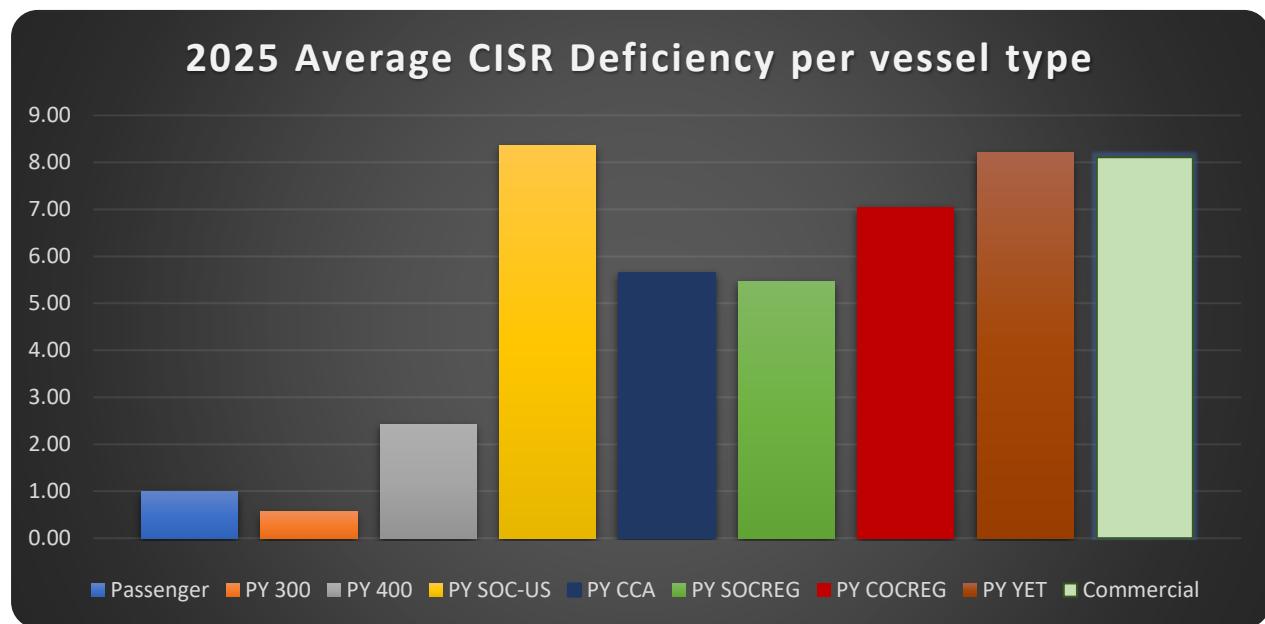
7. Flag State Inspections 2025 - Coded Yachts

The top 5 deficiencies were Ship Certification, Life Saving Appliances, Fire and Safety of Navigation which is consistent with previous years.



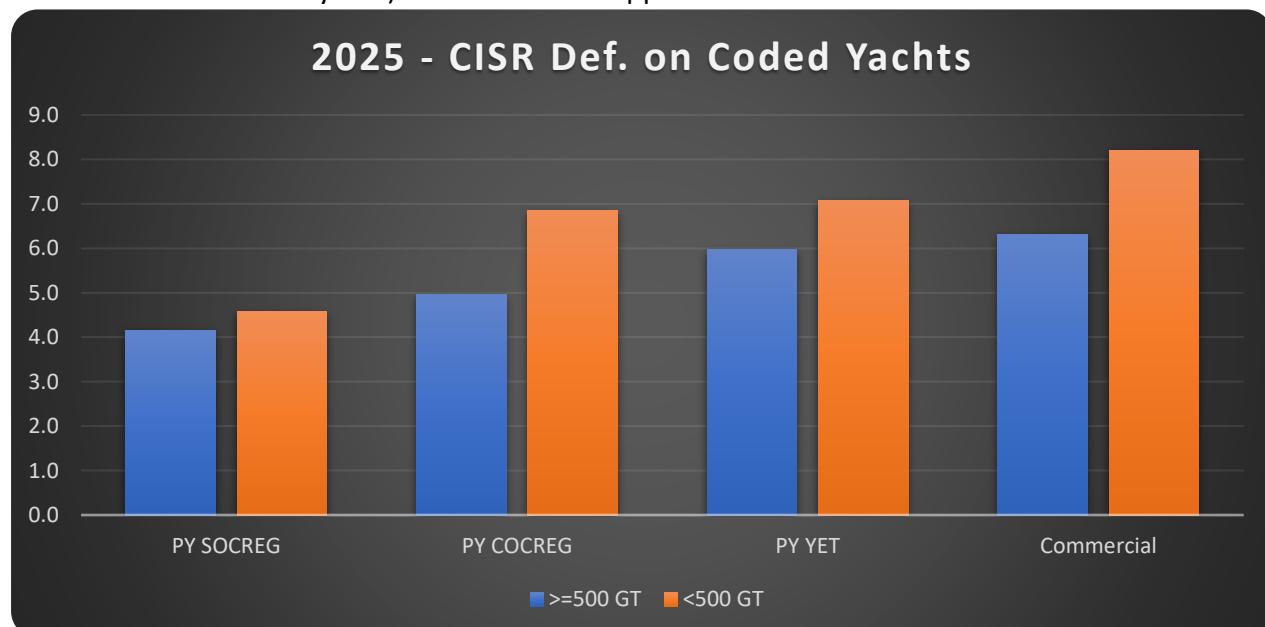
In previous years the highest average number of deficiencies per vessel type, weighted by the number of yachts, was found on pleasure yachts (private use) being certified to the USCG requirements (PY SOC-US). These yachts are typically <500GT, have no shore-side technical support and have the highest turnover of Masters. However, in 2023 we began to provide additional support through some pre-season remote ship certificate and documentation checks, as these categories typically rank in the top 2 of PSC MoU deficiency

tables. The situation in 2024 was much improved to an average value of '4' but in 2025 has fallen back to previous high levels. Therefore, we will continue to provide additional support in 2026, particularly in terms of pre-survey preparation.



PY 300: Pleasure Yacht <300GT, PY 400: Pleasure Yacht <400GT, PY SOC-US: Pleasure Yacht with Statement of Compliance with USCG requirements for private use, PY CCA: Pleasure Yacht Caribbean Cruising Area Code, PY – SOCREG: Statement of Compliance with REG Yacht Code.

As one would expect, the below graph shows that yachts with ISM management (typically >500GT) perform better at surveys than yachts without. The difference is less pronounced than in earlier years (i.e. pre-2024) as in 2024 we began to provide additional support for yachts <500GT operating commercially in EU waters. Due to the program's success (i.e. no detentions in the last 3 years) this additional support will continue in 2026.



8. Flag State Enforcement 2025

CISR has taken the following enforcement action: -

- Suspension of a Master's Endorsement due to misconduct
- Detention of a pleasure yacht (in private use) due to the unsafe condition of the machinery and electrical installation
- Detention of a pleasure yacht (in private use) due to sailing without valid MARPOL certification
- Detention of a commercial yacht for non-payment of crew wages
- Warning letter issued to the Master of a pleasure yacht (in private use) for sailing in a clearly prohibited area
- Warning letter issued to the Master of a commercial yacht for sailing without a valid certification, uncorrected charts, no passage planning and poor drills

9. Investigations 2025

There were no new very serious marine casualties that required investigation under the IMO Casualty Investigation Code.

There were no other marine accidents or incidents that warranted investigation to inform regulatory development work or as part of enforcement action.

10. CISR Concentrated Inspection Campaign (CIC) Items 2026

For 2026, for merchant ships, the Paris and Tokyo MoUs will carry out a CIC on cargo securing, stowage practices, crew training and weather preparedness; and so, this will be a focus area for CISR.

Additionally, for all ships, CISR will focus on the following: -

- Pilot transfer arrangements
- Lifting equipment
- Implementation of sexual harassment and bullying policies

At annual audits of safety management companies, Cayman Registry will also focus on how effectively crew complaints are being managed, as this is a key to creating a culture of compliance and safeguarding. More generally, companies should be encouraging honest feedback from their crew and consider exit interviews as part of their data gathering, compliance and management strategy.