



ABOUT US



KIA ORANA,

The Fleet Department is responsible for the registration of ships on the Cook Islands Ships Register. Maritime Cook Islands (MCI) is committed to addressing the commercial needs of its customers and is dedicated to providing a swift and efficient service while ensuring the protection of the interests of shipowners, mortgagees, and charterers.

As one of the leading and rapidly growing registries worldwide, we prioritise safe and secure shipping practices for cleaner oceans, innovative service and compliance in accordance with International regulations and industry standards.

With our Head Office based in Rarotonga, the Cook Islands, MCI has established offices in Italy and Monaco and has a professional team of fleet managers and agents worldwide who specialise in registration.

Moeroa Matheson
Co-CEO & Registrar of Ships

WHY THE COOK ISLANDS?



IMO STCW WHITE LIST STATUS

The Cook Islands is a party to the IMO STCW White list.



GLOBAL SUPPORT OF COOK ISLANDS OFFICES

Quality Service available 24 hours, 7 days



ELECTRONIC CERTIFICATION & FORMS

MCI issues Electronic Certification. The electronic forms enable quick document processing and streamlined communication.



COMPETITIVE PRICING

Competitive registration, survey and certification fee structures.



COOK ISLANDS COMPANY FORMATION



ISO 9001: 2015 CERTIFIED

MCI's quality management systems is certified to AS/NZS ISO 9001:2015 by Telarc.



NO RESTRICTIONS ON THE NATIONALITY OF CREW.

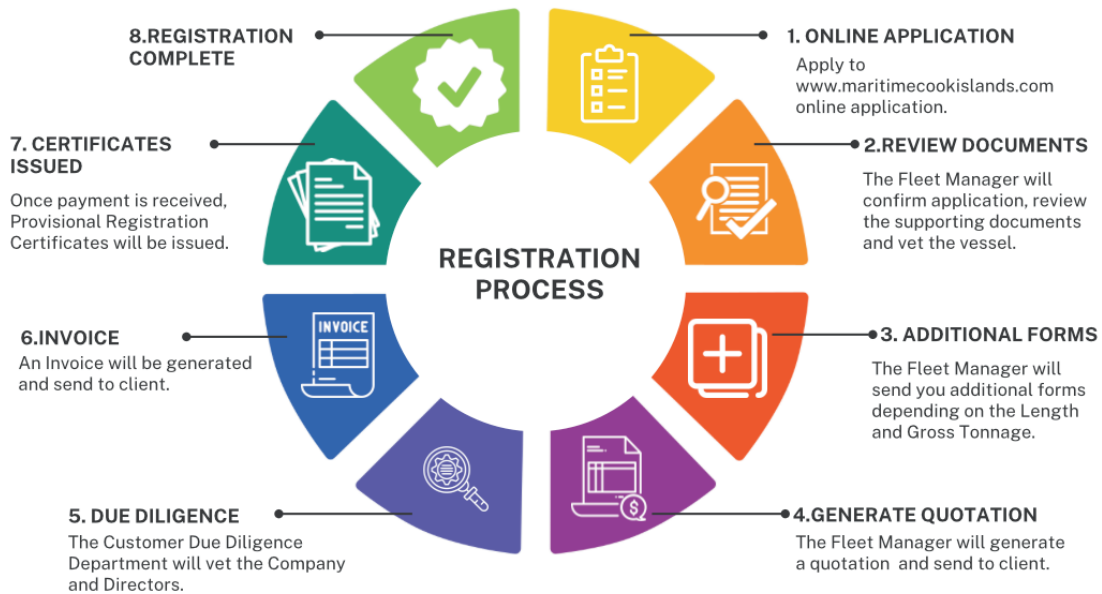
No restrictions to the nationality of seafarers employed on Cook Islands flagged vessels.

Maritime Cook Islands is committed to continuous sustainable improvements of our people, our services and our systems, to ensure safe and secure shipping on clean oceans.

HOW TO REGISTER?

All vessels being considered for registration (except for unmanned barges and Fishing Vessels) will be assessed through Risk Analysis and Vetting. Any tankers that deliver fuel for fishing vessels at sea are deemed to be “fishing vessels” under the Marine Resources Act and therefore will be required to apply for a fishing licence. The risk analysis inter alia considers the vessels performance and the proposed ISM management company’s performance. Fleet Managers and Deputy Registrars are authorised to vet vessels using the risk analysis template.

PROVISIONAL REGISTRATION



SUPPORTING DOCUMENTS REQUIRED

- Bill of Sale / Builders Certificate
- Evidence of Shareholding of Owners
- Certificate of Incorporation
- CISOA Form and supporting documents
- Copy of current P&I (including MLC) under previous flag
- Classification Certificates under previous flag
- Copy of Charter Agreement (if charter registration)
- Written consent from underlying flag to charter to Cook Islands Flag (if charter registration)
- All copies of previous CSR. CSR Form 2, CSR Form 3 (as per SOLAS Chapter XI-I Regulation 5-8) (all vessels over 500GT)
- Vessels last Port State Control Reports (in the last 3 years) (Merchant and Commercial yachts over 300GT)
- All officers onboard must submit application for STCW Endorsement
- Pre-registration Inspection (if applicable)

HOW TO REGISTER?

To successfully complete the Permanent Registration process requires all supporting documentation and surveys must be completed within a three month period.

PERMANENT REGISTRATION

SUPPORTING DOCUMENTS

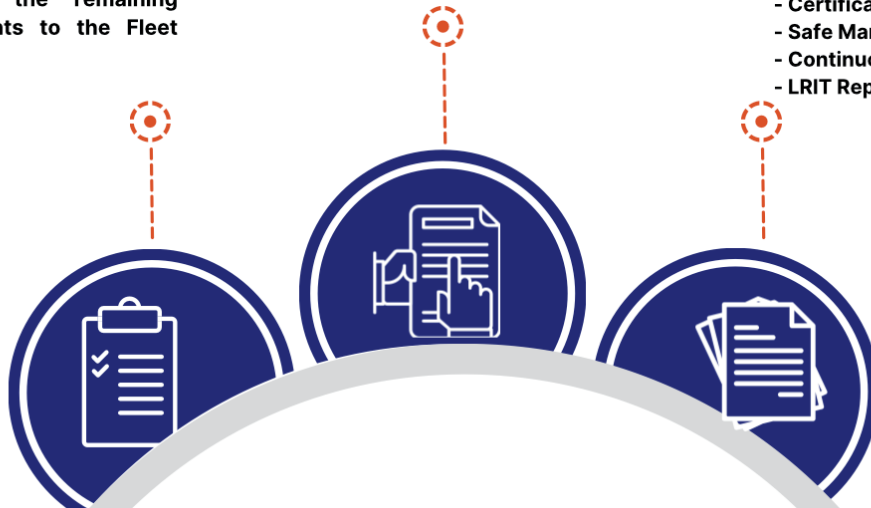
The client sends the remaining supporting documents to the Fleet Manager.

DOCUMENT REVIEW

The Fleet manager will review the remaining supporting documents.

CERTIFICATE ISSUANCE

- Certificate of Registry
- Safe Manning Certificate
- Continuous Synopsis Record
- LRIT Reporting



SUPPORTING DOCUMENTS REQUIRED

- Carving and Markings Note, including current photo of vessel.
- Proof of Deletion from previous flag (if applicable)
- Proof of suspension from previous flag (if charter registration)
- Completed copies of all previous closed CSR (as per SOLAS Chapter XI-1 Regulation 5-8) (all vessels over 500GT)
- Copy of Long Range Identification Tracking (LRIT) Conformance Test Report (CTR)
- Classification Certificates under previous flag (vessels > 500GT)
- Copy of P&I Policy evidencing financial security for MLC regulation 2.5 and 4.2 (applicable to all commercial vessels; MCI requires that the MLC financial security is maintained and will require evidence that it is maintained).

SERVICES

OWNERSHIP

COOK ISLANDS SHIP OWNERS ASSOCIATION

The Cook Islands Ship Owners Association (CISOA) was established in 2015 to create a fast and efficient way for ship owners to fulfil ownership requirements. Members of the Cook Islands Ship Owners Association (CISOA) are eligible to have their vessel registered in the Cook Islands without having to register a company. The definition of person includes companies and trusts as well as individuals or partnerships of individuals. In this way foreign corporation can become a member of CISOA without having to register that corporation in the Cook Islands.



INTERNATIONAL COMPANY INCORPORATION

The Cook Islands International Companies Act 1981-82 governs the formation and activities of international companies. The structure of the International Companies Act allows companies to be formed and operated with both flexibility and administrative ease. An International Company must be incorporated through a licensed trustee company, which will handle the registration process and administrative duties.



LIMITED LIABILITY
COMPANY

MORTGAGE REGISTRATION

MORTGAGE REGISTRATION

The Cook Islands has embraced the British legal tradition, positioning itself as one of the most efficient jurisdictions worldwide for legal proceedings. Notably, it offers robust safeguards for mortgagees' rights, which appeals to banks seeking to support vessel owners who intend to register their ships under the Cook Islands flag. Cook Islands' registered mortgages benefit from the protection provided by its Common Law legal system.



INSURANCE

- **Nairobi International Convention on the Removal of Wrecks, 2007**

Registered owners of ships above 300GT will need insurance cover arrangements, which meet the requirements of the Convention. The Convention provides a strict liability, compensation and compulsory insurance regime for States affected by a maritime casualty.

- **International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001**

The Convention applies to damage caused on the territory, including the territorial sea, and in exclusive economic zones of States Parties. This applies to vessels over 1,000GT

- **International Convention on Civil Liability for Oil Pollution Damage (CLC), 1992**

The Convention applies to all seagoing vessels actually carrying oil in bulk as cargo, but only ships carrying more than 2,000 tons of oil are required to maintain insurance in respect of oil pollution damage.

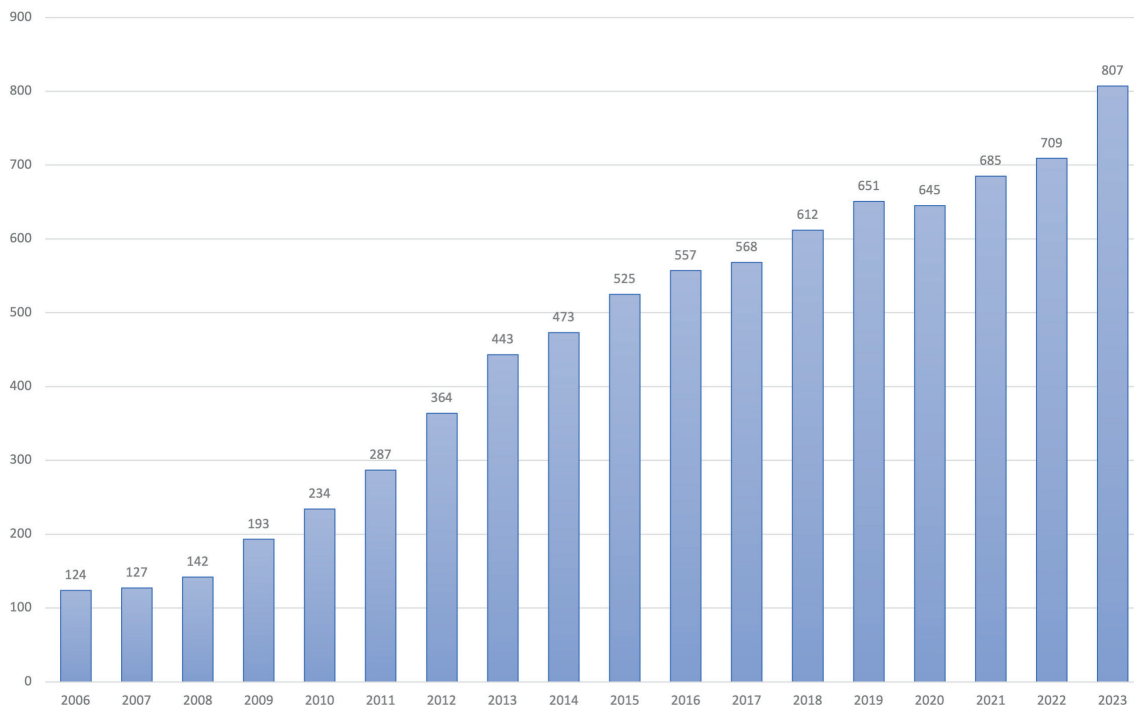


FLEET HIGHLIGHTS

FLEET HIGHLIGHTS YEAR ENDING 31st DECEMBER 2023

Vessel Type	No. of Vessels	% of Fleet	Gross Tonnage	% of fleet
Bulk Carrier	9	1%	201,109	7%
Cargo	17	2%	80,522	3%
Fishing	8	1%	5,912	0%
Off - Shore	10	1%	9,779	0%
Passenger	1	0%	498	0%
Passenger Yacht	1	0%	1,637	0%
Special Purpose	16	2%	4,550	0%
Tanker	86	11%	2,403,711	85%
Tender	1	0%	5	0%
Traditional Vessel	3	0%	205	0%
Unmanned Barges	16	2%	27,589	1%
Utility	16	2%	5,024	0%
Yacht Commercial	86	11%	17,796	1%
Private Yacht	537	67%	54,763	2%
TOTAL	807	100%	2,813,100	100%

TOTAL NUMBER OF VESSELS REGISTERED FROM 2006 - 2023



CONTACT US



COOK ISLANDS INTERNATIONAL OFFICES AND AGENTS

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