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Antigua & Barbuda Opens The ADOMS Busan Offi With SolarisTech Inc.

The Rt. Hon. Gaston Browne attended the signing that carries ADOMS beyond Oldenburg Piraeus and Dubai into Busan with SolarisTech Inc.



GOSSHIPS INTELLIGENCE
AUG 27, 2026

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On August 21 the Government of Antigua and Barbuda and ADOMS formalized a partnership with SolarisTech Inc., signed by Thomas Blenk, the company's President and CEO, at a ceremony attended by the Rt. Hon. Gaston Browne, Prime Minister of Antigua and Barbuda. It opens the ADOMS Busan Office, the administration's first in the Asia-Pacific, and Thomas Blenk takes it as Deputy Registrar for the Flag.

The Antigua and Barbuda Department of Marine Services and Merchant Shipping, known across the trade as ADOMS, has spent years placing its people in the world's working maritime centers rather than administering a Registry from St. John's alone. St. John's remains the headquarters. Oldenburg anchors the European Coordination Office and Elsfleth holds the Inspection and Investigation Division. Piraeus carries the Mediterranean and the Black Sea,

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Dubai the Middle East and North Africa. Neuchâtel and a sub-office in Istanb carry yacht registration, and ADOMS Miami is the Americas Liaison Office.

Busan makes nine, in an eighth country, and it carries the Asia-Pacific.

"The expansion of ADOMS into Busan is an important development for Antig and Barbuda and demonstrates our commitment to positioning our maritim services competitively in the global market," Prime Minister Browne said.

Ambassador Dwight C.R. Gardiner OBE GOM, Director and Registrar General ADOMS and chair of the IMO's Technical Cooperation Committee since 2023, made a related point from experience. "Our experience in Piraeus and Dubai demonstrated the value of having a professional presence in major maritime centres," he said.

ADOMS describes what it runs as "a quality registry for a demanding clientel competing in an internationally competitive and dynamic industry." That clientele now includes the Asia-Pacific, where Korea and Japan run nine hour ahead of Coordinated Universal Time and the yards of Korea, Japan and China build most of the world's new tonnage.

For any owner, manager or yard in the region weighing where to place a vess for the next decade, this is the moment the conversation gets easy. The Flag i now open when you are.

📋 In This Issue:

- ⚖️ **The Story:**

  What was signed, the Asia-Pacific hours the Registry now keeps, why owners choose this Flag, v stands behind it, the people on both sides and the sun the Registry sails under.

- 📊 **By The Numbers:**

  The China rate, the credentials, the network and the cover the Registry now holds around the world.

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  What changes for the owner, the superintendent, the underwriter and the yard.

- 👀 **What To Watch:**

  The five markers to follow as the expansion takes hold.

- 🚨 **Gosships Signal:**

  Why service, not statute, now decides Flag choice.

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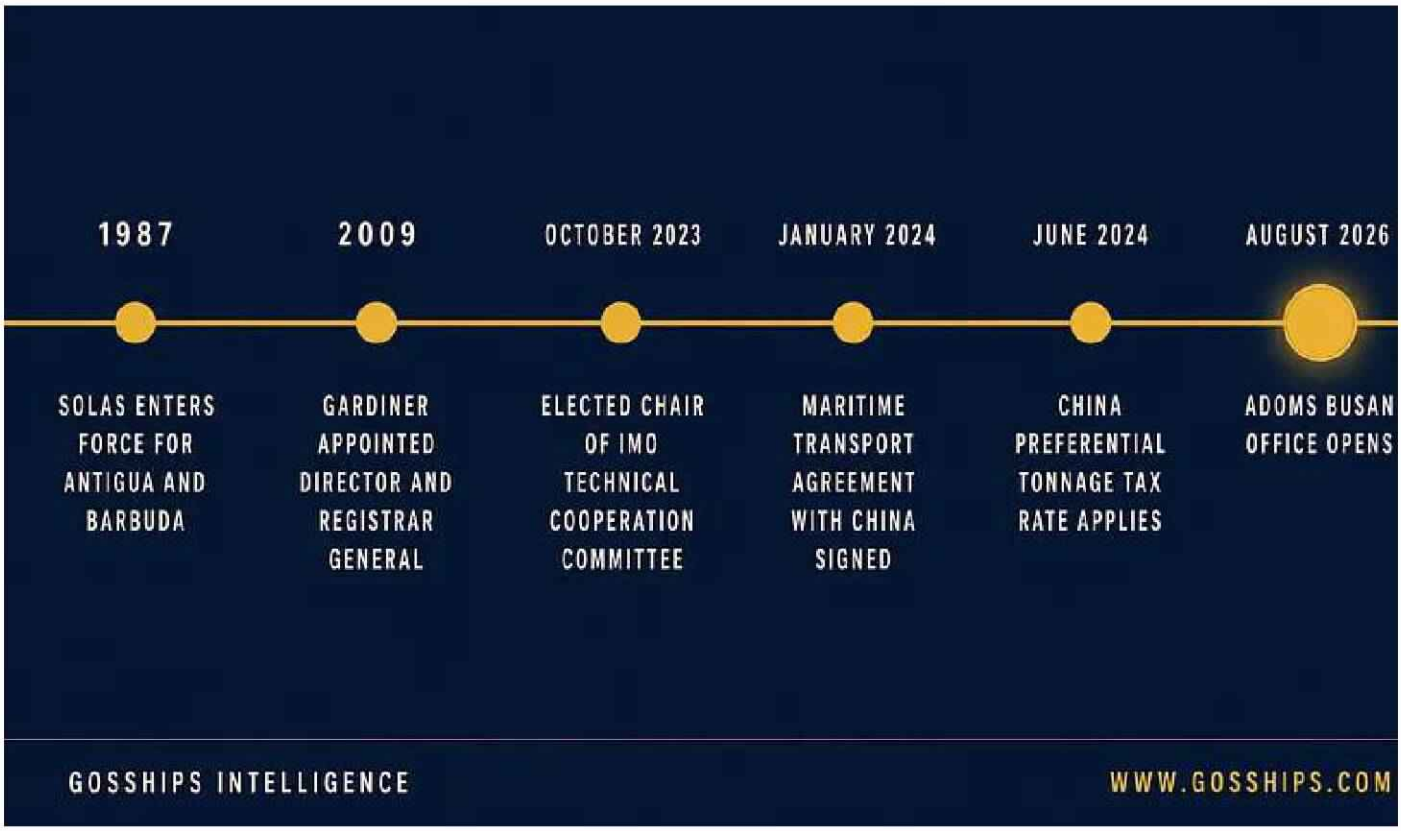


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May 9, 1987: SOLAS 1974 enters into force for Antigua and Barbuda following accession on February 9 1987, placing the Flag inside the core safety convention (IMO, Status of IMO Treaties, July 6, 2026).

2009: Ambassador Dwight C.R. Gardiner OBE GOM becomes Director and Registrar General of the Antigua and Barbuda Department of Marine Services and Merchant Shipping, the post he holds today (World Maritime University).

October 2023: The IMO's Technical Cooperation Committee elects Ambassador Gardiner as its Chairr by acclamation at its 73rd session. He has chaired the Committee since, through its 74th session in Ju 2024, its 75th in June 2025 and its 76th in June 2026 (Antigua and Barbuda Ship and Yacht Registry; I Technical Cooperation Committee 74th, 75th and 76th sessions).

January 24, 2024: Antigua and Barbuda and the People's Republic of China sign an agreement on maritime transport, witnessed by Prime Minister Gaston Browne and Premier Li Qiang, and announc

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by ADOMS on February 23, 2024 (ADOMS, February 23, 2024).

June 8, 2024: China's Ministry of Finance and General Administration of Customs bring the agreemer into effect for tonnage tax, applying the preferential rate to Antigua and Barbuda flagged vessels through June 7, 2029 (China Ministry of Finance notice 2024 No. 24; General Administration of Custo announcement 2024 No. 172).

August 21, 2026: The Government of Antigua and Barbuda and ADOMS formalize a partnership with SolarisTech Inc., signed by Thomas Blenk, the company's President and CEO, at a ceremony attended Prime Minister Gaston Browne, opening the ADOMS Busan Office (CaribPulse, August 21, 2026).

Sources: CaribPulse, August 21, 2026; ADOMS Information Notice 2025-002 Rev 1, issued April 21, 2026 ADOMS press release on the Agreement on Maritime Transport, February 23, 2024; China Ministry of Finance notice 2024 No. 24 and General Administration of Customs announcement 2024 No. 172; Anti and Barbuda Ship and Yacht Registry; Antigua and Barbuda Merchant Shipping Act 2006; IMO Status IMO Treaties, MSC.1/Circ.1163/Rev.13 and the Technical Cooperation Committee 74th, 75th and 76th session records; Paris MOU Annual Report 2025; Tokyo MOU Flag Performance List 2026 to 2027; International Chamber of Shipping Flag State Performance Table 2025/2026; World Maritime Univers SolarisTech Inc.

⚖️ The Story

What Was Signed

ADOMS is the Maritime Administration of Antigua and Barbuda, and it runs Antigua and Barbuda Ship and Yacht Registry.

On August 21 the Government of Antigua and Barbuda and ADOMS formalize partnership with SolarisTech Inc., signed by Thomas Blenk, the company's President and CEO. Prime Minister Gaston Browne attended the ceremony. T purpose is stated plainly: to promote the Antigua and Barbuda Ship and Yach Registry in the Korean and Japanese maritime markets, and to bring ADOMS services closer to owners, managers and maritime interests across the regior

The Prime Minister put the reasoning on the record. "Korea is a major mariti nation, and this partnership provides ADOMS with an important platform fr

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which to engage with the wider Asian maritime community," he said. "We welcome Mr. Blenk and look forward to the success of this initiative."

Ambassador Gardiner set out what the Piraeus and Dubai experience now extends to. "Busan is a natural extension of that strategy," he said. "We are bringing ADOMS closer to shipowners and strengthening our ability to provi responsive, high-quality Flag State services in one of the world's most important maritime regions."

Alongside the announcement ADOMS restated its standing commitments to safety, security, environmental protection, seafarer welfare and Flag State administration as it expands internationally. Those are the commitments an owner is buying when it hoists a Flag, and the ones a Port State measures.

What it produces on the ground is an ADOMS office in Busan covering the As Pacific, and Thomas Blenk as Deputy Registrar for the Flag. That is a differen proposition from a sales agency. A Deputy Registrar sits inside the administration's own chain of authority, and the office is the administration' own address in the region.

The Asia-Pacific Hours

Busan runs on Korea Standard Time, nine hours ahead of Coordinated Univer Time, and Tokyo runs on the same clock. Those are the hours the Antigua an Barbuda Registry now keeps.

That is the whole of it, and it is enough. With the Busan office open, ADOMS people at work across the Asia-Pacific, Europe, the Gulf and the Americas, an from the hour Busan opens to the hour the Americas close there is an office o this administration at work somewhere in the network. Global cover is established, and it is established every working day.

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It holds in every season, because neither Korea nor Japan changes its clocks.

The administration has been building toward exactly this. Its published commitment is that the Registry "is available 24 hours/day/365 days/year as necessary to complete registries when it is necessary to work between time zones and meet the expectations of builders, managers, financiers, and owners." Busan is where that sentence stops being a promise about time zon and becomes an address inside one.

The office's remit is the Asia-Pacific, and that is the right unit to think in. It i the region whose yards in Korea, Japan and China build most of the world's n tonnage, and it holds a large share of the owners, managers and charterers w trade it.

For an owner in Seoul, Busan, Tokyo or Imabari, that is the difference betwee Flag you email and a Flag you call.

Why Owners Choose The Antigua & Barbuda Flag

Reachability is the new part. The rest of the case is already built and publishe

China, At The Preferential Rate:

This is the one most owners in the region will price first. On January 24, 202 Antigua and Barbuda and the People's Republic of China signed an agreemen on maritime transport, witnessed by Prime Minister Gaston Browne and Premier Li Qiang. China then implemented it. From June 8, 2024 through Jun 2029, Antigua and Barbuda flagged vessels pay China's preferential tonnage t rate rather than the ordinary one, under notices issued by the Ministry of Finance and the General Administration of Customs. On China's published schedule the preferential rate runs about 28 percent below the ordinary rate i every tonnage band, and ADOMS puts it the same way: Antigua and Barbuda

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flagged vessels "will enjoy a favourable treatment when calling at Chinese pc and will be charged the preferential rate for port tonnage dues," worth "a significant savings to visiting ships in the region of 28% on the tonnage dues Antigua and Barbuda sits on that list alongside the Bahamas and Liberia, and own window is written to run to June 7, 2029. For a vessel trading into China, this Flag stands on the same footing as the largest open registries in the wor

And The Agreement Is Wider Than The Money:

Vessels holding valid tonnage certificates are not re-measured in PRC ports. T Antigua and Barbuda Seafarer's Book is recognized. Crew get shore leave and permission to enter, depart or transit for joining or repatriation, and a crew member admitted to hospital in China has the right to stay for as long as treatment requires. Both sides commit to expedite formalities and avoid unnecessary delay to vessels.

The Performance Lists:

Antigua and Barbuda sits on the Paris MOU White List published with the Annual Report 2025, valid from July 1 this year to July 6, 2027, and on the Tok MOU High Performance List for July 1 this year to June 30, 2027. Those are the two records a Port State inspector, a charterer's vetting desk and an underwr check first.

The STCW Standing:

The IMO lists Antigua and Barbuda among the Parties confirmed by the Maritime Safety Committee to have demonstrated that "full and complete eff is given to the relevant provisions of the Convention." For a manager crewing from anywhere in the world, that is the certificate behind every certificate.

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Every Full Member Of IACS:

All 12 full members of the International Association of Classification Societie are authorized to survey and certify on behalf of this Flag: the American Bure of Shipping, Bureau Veritas, China Classification Society, the Croatian Regist of Shipping, DNV, the Indian Register of Shipping, the Korean Register, Lloyd Register, Nippon Kaiji Kyokai, the Polish Register of Shipping, RINA and Türk Loydu. Three further Recognized Organizations are authorized for vessels under 500 gross tons and for yachts, one of them also for ISM, ISPS and MLC audits and certification at any tonnage. Every one operates under a signed Service Level Agreement with the administration.

The Switch Is The Cheap Part:

A Flag change usually drags class, crew certification and mortgage documentation behind it. Here the class stays where it is, because every full member of IACS is already appointed. The crew certificates stay valid on recognition endorsement. The registration itself can run provisionally while paperwork catches up, and vessels can be bareboat chartered into Antigua an Barbuda and out of it, in each case with the consent of the parallel register. When the switching cost falls away, service is what is left to decide on.

No Nationality Bar, On The Owner Or On The Crew:

The Registry's guidance names two simple routes for an international shippi company: an International Business Company and an external company. On crewing it is unambiguous: "Antigua and Barbuda has no restrictions on seafarer nationality. Owners may recruit from any labour supply country provided the seafarers are well trained and certified in accordance with the STCW Convention."

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No Maximum Age:

The Registry states there are no age restrictions for vessels, with the conditic that any vessel more than 12 months old is subject to an Initial Safety Inspection by an appointed Flag State inspector before acceptance. Owners o quality secondhand tonnage are not shut out by a birthday.

Mortgages That Behave Predictably:

An owner with a vessel on the permanent registry may register any number mortgages against it, and priority runs strictly on a time and date basis, the earliest taking precedence for as long as it remains registered, under the Merchant Shipping Act 2006. For owners and lenders in the Asia-Pacific the ADOMS Busan Office facilitates that process directly, which puts the recordin of a mortgage inside the same working day as the credit committee that approved it.

Published Rates:

Tonnage tax is assessed on gross tonnage and set by the Fifth Schedule to th Merchant Shipping Act 2006 as amended in 2018, on a banded scale whose ra per ton falls as tonnage rises. The Registry publishes its service fee schedule with its own effective date alongside it. An owner can price the Flag before making the first call.

Casualty Work In The Open:

ADOMS publishes its marine safety investigation reports under the IMO Casualty Investigation Code through the Inspection and Investigation Divisic naming vessels and IMO numbers. A Flag that publishes what went wrong is Flag an underwriter can read.

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Who Stands Behind The Flag

A registry is only as good as the institutions that will act on its behalf, and th is where the Antigua and Barbuda case is strongest for this particular region.

The Classification Societies:

Both societies a Korean or Japanese principal is most likely to be using alread hold Antigua and Barbuda authority, and both are full members of the International Association of Classification Societies: the Korean Register and Nippon Kaiji Kyokai, alongside the other 10 full IACS members. A vessel in cla with any full IACS member can transfer Flag without touching class.

The Protection And Indemnity Market:

ADOMS accepts a Blue Card from any member of the International Group of I Clubs as evidence of cover, The Japan Ship Owners' Mutual Protection and Indemnity Association among them, and it separately accredits additional clu of its own, the Korea P&I Club included. Both of the region's home clubs sit inside the Flag's accepted list.

The Lenders:

Mortgage priority on a strict time and date rule, registrable in unlimited number under a 2006 statute, with the ADOMS Busan Office facilitating the process directly for owners and lenders across the Asia-Pacific, is the arrangement a ship finance lawyer wants to see before recommending a Flag a credit committee.

The Port States:

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Both major inspection regimes rate this Flag favorably. The International Chamber of Shipping's Flag State Performance Table for 2025 and 2026, curr as of January 10 this year, marks Antigua and Barbuda positive on the Paris MOU White List, on every core convention it scores including SOLAS, MARPC Load Lines, STCW and the Maritime Labour Convention, on the RO Code, on average fleet age, on full reporting to the International Labour Organization a on attendance at IMO meetings.

The IMO, And Leadership From The Top:

This Flag is not run from a back office. Its Director and Registrar General cha the IMO's Technical Cooperation Committee, the body through which the Organization delivers maritime capacity building to its entire membership, a he has represented his country at the IMO since 2005. An owner dealing with the Antigua and Barbuda Registry is dealing with an administration whose most senior officer sits in the chair at the IMO.

The Yards:

Every full member of IACS is appointed for this Flag, the Korean Register and Nippon Kaiji Kyokai among them, and China Classification Society with then which covers the societies working the berths in Korea, Japan and China. Ado Deputy Registrar and an ADOMS office inside the same working day as the building berth, and a yard team can settle the Flag question in the build meeting rather than at the end of an email chain.

The People On Both Sides

Two records meet at this signature, and both matter, because Flag choice is in the end a judgment about people.

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Ambassador Dwight C.R. Gardiner OBE GOM has run ADOMS as Director and Registrar General since 2009, and he has been Antigua and Barbuda's Permanent Representative to the IMO since 2005. In October 2023 the IMO's Technical Cooperation Committee elected him its Chairman by acclamation a its 73rd session, and he has chaired it since, through its 74th session in June 2024, its 75th in June 2025 and its 76th in June 2026.

The rest of the record runs the same way. He is an Attorney-at-Law and Notar Public with more than 35 years in the maritime sector of Antigua and Barbud and the wider Caribbean. He took a Bachelor of Science with honors in Applie Technology at the Florida Institute of Technology, read law at the University Buckingham and took a Master of Science in Maritime Safety Administration the World Maritime University, which has named him its Outstanding Alumn and has seated him on its Board of Governors since 2018, reappointing him fo third term. He is Ambassador and Permanent Representative of Antigua and Barbuda to the International Seabed Authority, and he served as President of 30th Session of that Authority's Assembly until handing over to the incoming President in July this year. He is a Commissioner of the Antigua and Barbuda Port Authority, and Chair of both the National Ocean Governance Committee and the National Maritime Boundaries Delimitation Committee. The Caribbe Maritime University conferred an Honorary Doctor of Laws on him in 2024. And he is a former Chair of the Caribbean Memorandum of Understanding on Port State Control.

Set those together and the shape is unusual. A Flag Administration ordinarily sells to owners and is measured by Port States. This one is led by somebody who chaired the Caribbean Memorandum of Understanding on Port State Control, the regional body that inspects, and who now chairs the IMO committee that delivers maritime capacity building across the membership. owner weighing a Flag is asking whether that Flag will still be taken seriously in 10 years. That record answers it.

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On the SolarisTech side, the company sells what it calls “Maritime Compliand Intelligence,” and describes its own work as bridging “regulatory complexity and real-world maritime operations.” It runs out of Houston, Texas, with a branch and liaison office already standing in Busan. Its service lines cover survey and inspection, newbuilding oversight, marine warranty, sanctions a security screening, compliance assurance and Flag advisory. Its platforms are Nautilux AI and the SwiftAction Academy, which the company says carries more than 600 courses for crew and shoreside teams. It works across the convention alphabet an owner lives inside: the ISM Code, the ISPS Code, the Maritime Labour Convention, SOLAS, MARPOL and STCW.

Thomas Blenk founded the company and is its President and CEO, and he no takes the Busan office as Deputy Registrar for the Antigua and Barbuda Flag. the company's own account of him, he has 30 years across North America, As and the Middle East, more than 20 of them in South Korea. He is a United Sta Merchant Marine Academy graduate with Harvard Business School Executiv Education, and served as a Lieutenant Commander in the United States Navy Reserve. He spent two decades at the American Bureau of Shipping, beginnir in newbuilding survey in Korea and finishing as Corporate Vice President, Global Marine Sectors, where he was the society's sector lead for tankers and dry bulk worldwide. Along the way he ran ABS operations for the North Pacif as Vice President, eight district offices and more than 500 staff across the region's shipbuilding heartland. His operating experience runs wider than those two trades and takes in cruise ship operations as well, which is the segment where safety management, passenger regime and Port State scrutir sit at their most demanding. He then served as Deputy Commissioner of Maritime Affairs for the Republic of the Marshall Islands, based in Busan, as that Flag's Representative for North Asia, with direct responsibility for that administration’s IMO oversight program covering the Korean Register.

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Which is why the choice of city is not a guess. Antigua and Barbuda is enterir Busan under a Deputy Registrar who ran a Flag Administration's North Asia desk from that exact city and whose own office there is already open.



The August 21 signing ceremony to formalize the partnership between the Government of Antigua and Barbuda, ADOMS and SolarisTech Inc.

The Rising Sun



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There is a detail in the national flag of Antigua and Barbuda worth knowing before you fly it.

Sir Reginald Samuel designed it, and it was adopted on February 27, 1967. The black band carries the African ancestry of the people. The blue is hope and th Caribbean Sea, the red the energy and life of the people, the V victory. The sev points are commonly read as the six parishes and the island of Barbuda. And the center, low against the black, sits a golden sun.

The rising sun symbolizes the dawning of a new era.

That is not decoration. A Flag is the first thing every Port State Officer, every Charterer and every Underwriter reads on a vessel, and this ensign has flown over the country for very nearly 60 years and over a Merchant Registry run in its modern form since 1986. It belongs to a small state that decided its future would be carried on the sea, and has built the institutions to make that true c convention and one office at a time.

That sun rose over St. John's first. It has risen since over Oldenburg and Elsfle over Neuchâtel, over Piraeus and Istanbul, over Dubai and over Miami. On August 21 it rose over Busan.

For an owner in Korea or Japan, the point is a simple one. Your vessels already work under an East Asian sunrise. Now your Flag does too.

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Rt. Hon. Gaston Browne, Prime Minister of Antigua and Barbuda, and Thomas Blenk, President and CEO of SolarisTech Inc.

📊 By The Numbers

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About 28 percent below: the gap between China's preferential tonnage tax rate, which Antigua and Barbuda flagged vessels pay, and the ordinary rate. China's Ministry of Finance and General Administration of Customs applied the preferential rate to this Flag from June 8, 2024 through June 7 2029, and on the published schedule the saving holds at between 27 and 29 percent across every tonnage band. ADOMS states it as "a significant savings to visiting ships in the region of 28% on the tonnage dues." Antigua and Barbuda sits on that list alongside the Bahamas and Liberia (ADOMS, February 23, 2024; China Ministry of Finance notice 2024 No. 24; General Administration of Customs announcement 2024 No. 172).

Global cover, established: with the Busan office open, ADOMS has people at work across the Asia-Pac Europe, the Gulf and the Americas, and from the hour Busan opens to the hour the Americas close th is an office of this administration at work somewhere in the network. That is cover established every working day, and it holds in every season because neither Korea nor Japan changes its clocks. Busan Tokyo run nine hours ahead of Coordinated Universal Time, which are now the Registry's own hours this region (derived from the office locations in ADOMS Information Notice 2025-002 Rev 1 and the announcement of August 21, 2026).

All 12 IACS members: every full member of the International Association of Classification Societies is authorized to survey and certify on behalf of the Antigua and Barbuda Flag, namely the American Bureau of Shipping, Bureau Veritas, China Classification Society, the Croatian Register of Shipping, D the Indian Register of Shipping, the Korean Register, Lloyd's Register, Nippon Kaiji Kyokai, the Polish Register of Shipping, RINA and Türk Loydu, each under a signed Service Level Agreement with the administration. Three further Recognized Organizations cover vessels under 500 gross tons and yacl For merchant tonnage that means a transfer to this Flag rarely forces a change of class, and the three IACS members closest to this market, the Korean Register, Nippon Kaiji Kyokai and China Classificati Society, are already appointed (Antigua and Barbuda Ship and Yacht Registry; ADOMS Information Notice 2025-002 Rev 1).

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Two performance lists: Antigua and Barbuda appears on the Paris MOU White List published with the Annual Report 2025, valid July 1 this year to July 6, 2027, and on the Tokyo MOU High Performance Li for the period July 1 this year to June 30, 2027. The International Chamber of Shipping's Flag State Performance Table for 2025 and 2026, current as of January 10 this year, marks the Flag positive on t Paris MOU White List, on every core convention it scores including SOLAS, MARPOL, Load Lines, STC and the Maritime Labour Convention, on the RO Code, on average fleet age, on full reporting to the International Labour Organization and on attendance at IMO meetings. These are the records a vetti desk pulls first, and standing on both lists at once is what keeps the Flag itself out of the conversatio when an owner trades a vessel into European and Asia-Pacific ports (Paris MOU Annual Report 2025; Tokyo MOU Flag Performance List valid July 1, 2026 to June 30, 2027; International Chamber of Shipping).

No maximum age: the Registry states there are no age restrictions for vessels, with the condition tha vessel more than 12 months old is subject to an Initial Safety Inspection by an appointed Flag State inspector before acceptance. A well-maintained older vessel is therefore judged on its condition and on its birthday. Provisional registration runs six months under the Merchant Shipping Act 2006 as amended in 2017 and may be extended once for a further six, and bareboat charter in and bareboat charter out are both available, in each case with the consent of the parallel register (Antigua and Barbuda Ship and Yacht Registry; Merchant Shipping Act 2006).

Nine locations: the ADOMS network now runs from St. John's through Oldenburg, Elsfleth, Dubai, Piraeus, Neuchâtel and Istanbul to ADOMS Miami, the Americas Liaison Office, and from August 21 to Busan. Each function is named against its location, which lets an owner see exactly which office will handle which problem before anything goes wrong. Nine points, spanning the seven countries in the April notice and now Korea as an eighth (ADOMS Information Notice 2025-002 Rev 1; CaribPulse, Aug 21, 2026).

🔍 Why It Matters

For The Owner Or Manager In The Asia-Pacific:

Flag choice is decided on reachability long before it is decided on fee, and reachability is what changed on August 21. A registration query raised and answered in the same morning. A certificate question put before the yard clo A casualty call placed while the region is still at work. Behind that sits a Flag both major performance lists, with every full member of IACS appointed, no restriction on the nationality of your crew, no age bar on good tonnage, and China's preferential tonnage tax rate running to June 2029. The commercial terms are published before you make the first call: tonnage tax banded by the

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Fifth Schedule to the Merchant Shipping Act 2006 as amended in 2018, and a service fee schedule carrying its own effective date.

For The Technical Superintendent:

Flag Administration is a support function that becomes the entire job about twice a year, and both times it happens at an inconvenient hour. A Tuesday morning deficiency in Busan or Imabari is now raised with a Flag represente in the same time zone, within a few hours of the Korean, Japanese and Chine yards and terminals where most of this work sits. The Registry publishes a 2 emergency contact number as well, and that is the one that matters at three i the morning.

For The Underwriter And The Financier:

Flag is a risk input, and two of the inputs that carry most weight are Port Stat Control performance and what a Flag will publish about its own casualties. Antigua and Barbuda is on the Paris MOU White List and the Tokyo MOU Hig Performance List, it is marked positive on every core convention, on the RO Code, on average fleet age and on attendance at IMO meetings in the International Chamber of Shipping's current performance table, and it publishes its casualty investigation reports, naming vessels and IMO numbe under the IMO Casualty Investigation Code. ADOMS runs that division from Elsfleth in Germany as a separate function. On the cover side, a Blue Card fro any International Group club is accepted, The Japan Ship Owners' Mutual Protection and Indemnity Association among them, and the Korea P&I Club i separately accredited by the administration. For a lender, mortgage priority runs on a strict time and date rule and the Busan office facilitates the recordi process directly across the region.

For The Yard And The Newbuilding Team:

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Flag decisions on newbuildings are made early, and they are made under schedule pressure, and in this trade they are made in Korea, Japan and China. The Korean Register, Nippon Kaiji Kyokai and China Classification Society ar all full members of IACS and all three are already Recognized Organizations f this Flag, as is every other full IACS member. The statutory work can stay wit the society the yard already uses. Nothing has to move. The Registry is now represented locally by a Deputy Registrar who began his classification career newbuilding survey in Korea, at a firm that lists newbuilding oversight amor its own service lines. That is what makes it realistic to put Flag questions ins the build meeting instead of at the end of an email chain.

👀 What To Watch

What Flows Through Busan First:

The stated purpose is to promote the Antigua and Barbuda Ship and Yacht Registry in the Korean and Japanese maritime markets and to bring ADOMS services closer to owners, managers and maritime interests across the regior Those are four different kinds of work. The early mix will show which one carries the most weight here, whether it is reflagging enquiries from established fleets, certification routed through the IACS societies the region already uses, mortgage recording for regional lenders, or newbuilding questions raised at the yards. That mix is the sharpest read on where the offe landing hardest.

Where The Network Goes Next In The Asia-Pacific:

The map of where a Flag puts its people is the clearest statement it makes ab where it intends to be taken seriously, and this administration has redrawn t

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map steadily, from St. John's out to Europe, then the Gulf and now the Asia-Pacific. Busan is the ninth address and the first in this region. Watch what ge built around it, because Korea and Japan are the doorway to a market that als holds China's yards and Singapore's charterers.

Korean Tonnage And Japanese Tonnage:

The stated scope covers both, and they do not behave alike. Japanese owners move in blocks and on their own timetable, through a small number of large managers in Tokyo and Imabari, and Korean owners in Seoul and Busan mov earlier and in smaller parcels. Which arrives first will tell you where the offer landing hardest, and the pattern of early registrations will show which segments are moving and how quickly.

Newbuilding Registrations Out Of The Korean, Japanese And Chinese Yards:

The sharpest early indicator of a Flag gaining ground in this region is not transfers of existing tonnage but deliveries entered on the Register from new transfer can be a fee decision taken by a finance department. A newbuilding registration is a decision taken at the start of a vessel's life, by people who wi live with it for 20 years, and it is the one that signals genuine confidence. Wa the delivery notices out of the major Korean, Japanese and Chinese yards ove the coming quarters.

The China Window:

The preferential tonnage tax rate runs to June 7, 2029 under a five year instrument, which is how China structures these arrangements for every flag on the list. Antigua and Barbuda has close to three of those five years still to run. Owners pricing a decade of trading into Chinese ports can hold that date

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the diary and watch for the renewal in the ordinary way (China Ministry of Finance notice 2024 No. 24).

🚨 Gosships Signal

Flag competition used to be an argument about law. A registry sold its statute its tax treatment and its manning rules, and an owner picked the paperwork that fit. That contest has largely closed, because the open registries have converged. Corporate structures rhyme, fee schedules sit inside a narrow ban and the conventions everyone must implement are written at the IMO, not in any one capital. What is left to compete on is service, and service is a questior who is awake, who is qualified and how far they are from the vessel. Which is why the most revealing document ADOMS published this year is a map of where its people sit, and why the thing to carry out of this announcement is what that map now shows: global cover, established every working day, with Asia-Pacific on it at last. Antigua and Barbuda arrives in Busan carrying credentials that were already in place. China's preferential tonnage tax rate to 2029. Both major performance lists, and positive marks on the Paris MOU Wh List and on every core convention in the International Chamber of Shipping's table. Every full member of IACS appointed, the Korean Register, Nippon Kaiji Kyokai and China Classification Society among them. Both of the region's ho P&I clubs inside the accepted list. Mortgage priority on a clean time and date rule, facilitated directly out of Busan. No bar on the nationality of an owner o crew, and no age limit on a good vessel. And leadership from the top, in a Registrar General who chairs the IMO's Technical Cooperation Committee, having chaired the Caribbean Memorandum of Understanding on Port State Control from 2009 to 2018 before that. Korea and Japan are among the harder markets in the world for an incoming Flag to enter, because owners there

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change Flag slowly, the managers are concentrated and the yards set the tern Antigua and Barbuda arrives with an office in the city, a Deputy Registrar wh has run a Flag's North Asia desk from it before, and a service apparatus behir him. That is entering on the terms this market respects. The sun on that ensi was put there to mark the dawning of a new era, and on August 21 it came up over Busan.

⚓ Reflagging To Antigua & Barbuda, Or Want To Talk Through?

The ADOMS Busan Office is open to owners, managers, yards, lenders and newbuilding teams across Korea, Japan and the wider Asia-Pacific. Registrati reflagging, mortgages, certification and newbuilding enquiries can be sent ab@solaristechinc.com & Adoms.Busan@abregistry.ag

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