The Bahamas Maritime Authority

The Bahamas National Requirements

Version 10.2

FOREWORD

The Bahamas National Requirements (BNR) was originally issued by the Bahamas Maritime Authority (BMA) in 2007 as a reference source for Bahamas Recognised Organisations, Bahamas Approved Nautical Inspectors, ship-owners, companies, Masters, officers, and crew.

The information contained within is intended to supplement The Bahamas Merchant Shipping Act and associated Regulations, BMA Agreements with Recognised Organisations, BMA Information Bulletins, Marine Notices, Information Notices and Yacht Notices.

BNR has been updated periodically since it was first issued. As of version 10.0, the BMA intends for BNR to become a “live” document to be updated as required. Accordingly, any suggestions for amendments, clarifications or additions may be sent to tech@bahamasmaritime.com with the subject “BNR Change Request”.

1. ADMINISTRATION DETAILS & CONTACTS

1.1. Full name of flag State on Certificates

The Commonwealth of The Bahamas

1.2. Name of agency responsible for flag State affairs

The Bahamas Maritime Authority (BMA)

1.3. Emergency response contact

+44 7977 471 220

1.4. Website

https://www.bahamasmaritime.com

1.5. BORIS

The **B**ahamas **O**nline **R**egistry **I**nformation **S**ystem can be accessed at

https://public.bahamasmaritime.com

1.6. Departmental email addresses

Please use for all policy related issues

Registration	reg@bahamasmaritime.com
Seafarers, Manning, and Training	stcw@bahamasmaritime.com
Maritime Labour Convention	mlc@bahamasmaritime.com
Inspections & Surveys	tech@bahamasmaritime.com
Yachts	yachts@bahamasmaritime.com
LRIT	lrit@bahamasmaritime.com
Maritime Investigations	casualty@bahamasmaritime.com
Finance, Administration & IT	finance@bahamasmaritime.com
IT Support	techsupport@bahamasmaritime.com
Publications	publications@bahamasmaritime.com
Maritime Affairs	ma@bahamasmaritime.com
Data Protection Officer (GDPR)	dpo@bahamasmaritime.com

1.7. BMA offices

1.7.1. London

Office address:	3rd Floor 120 Old Broad Street London EC2N 1AR, United Kingdom
Main Telephone No.	+44 20 7562 1300
Fax Number	+44 20 7256 5619
Email address	reception@bahamasmaritime.com

1.7.2. Nassau

Office address:	Shirlaw House 226 Shirley Street PO Box N4679, Nassau, N.P. Bahamas
Main Telephone No.	+1 242 356 5772
Fax Number	+1 242 356 5889
Email address	nassau@bahamasmaritime.com

1.7.3. New York

Office address:	Bahamas House 231 East 46th Street New York 10017 United States of America
Main Telephone No.	+1 212 829 0221
Fax Number	+1 212 829 0356
Email address	newyork@bahamasmaritime.com

1.7.4. Hong Kong

Office address:	Suite 813-14, Ocean Centre 5 Canton Road Tsimshatsui, Kowloon Hong Kong
Main Telephone No.	+852 2522 0095
Fax Number	+852 2522 0094
Email address	hongkong@bahamasmaritime.com

1.7.5. Piraeus

Office address:	10, Antoniou Ampatielou Str. 185 36 Piraeus Greece
Main Telephone No.	+30 210 429 3802
Fax Number	
Email addresses	greece@bahamasmaritime.com

1.7.6. Tokyo

Office address:	Habiulu Nishi-shinbashi 3F 2-35-2, Nishi-shinbashi Minato-ku Tokyo 105-0003
Main Telephone No.	+81 3 6402 5274
Fax Number	+81 3 6402 5327
Email address	tokyo@bahamasmaritime.com

1.8. [Reserved]

2. CONVENTIONS TO WHICH THE BAHAMAS IS A PARTY

2.1. General

The technical requirements for Bahamian ships are the applicable International Conventions of the International Maritime Organisation (IMO), International Labour Organisation (ILO), and International Telecommunication Union (ITU), together with amendments and mandatory resolutions that have been adopted and which have been enacted through the Bahamas Merchant Shipping Act.

2.2. Carriage Requirements

It is the responsibility of the Company, under the obligations placed upon it by the ISM Code, to ensure that members of the shipboard management team are knowledgeable in the Conventions that relate to their duties. The BMA therefore expects that the full text of the applicable Conventions will be available on board for reference in either hard copy or digital form.

The Bahamas also recommends that owners and managers of Bahamian ships adopt the practices contained in applicable non-mandatory resolutions and circulars that provide alternatives to, and clarifications of, the requirements contained in the Conventions and Codes, unless specified otherwise by the BMA.

Bahamas-specific interpretations and/or instructions relating to the application of the international conventions and other requirements are provided in:

- The Bahamas National Requirements (this document)
- BMA Information Bulletins[1]
- Marine Notices
- Information Notices

[1] Note – BMA Information Bulletins will eventually be superseded by Marine Notices/Information Notices/Yacht Notices – see Marine Notice 001

- Yacht Notices

Conventions to which The Bahamas is a Party and that require survey, certification and verification by Bahamas Recognised Organisations are applied "as amended" unless otherwise stated.

The Bahamas is a Party to the following international Conventions and Agreements:

International Convention for the Unification of Certain Rules relating to the Arrest of Sea-Going Ships, 1952

Convention on the International Maritime Satellite Organisation (INMARSAT), 1976

Convention on Facilitation of International Maritime Traffic (FACILITATION), 1965

International Convention on Load Lines (LL), 1966 and the 1988 Protocol

International Convention on Tonnage Measurement of Ships (TONNAGE), 1969

International Convention on Civil Liability for Oil Pollution damage, 1969 (CLC) and the Protocols of 1976 and 1992

International Convention relating to Intervention on the High Seas in cases of Oil Pollution Casualties (INTERVENTION), 1969 and the Protocol of 1973

International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND), 1971, Protocol of 1976 and Protocol of 1992

Convention on the International Regulations for Preventing Collisions at Sea (COLREGS), 1972

International Convention for Safe Containers (CSC), 1972

International Convention for the Prevention of Pollution from Ships (MARPOL), 1973, as modified by the Protocol of 1978 and Protocol of 1997 (Annexes I, II, III, IV, V & VI)

International Convention for the Safety of Life at Sea (SOLAS), 1960

International Convention for the Safety of Life at Sea (SOLAS), 1974 and the Protocols of 1978 and 1988

Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (PAL), 1974 and 1976 Protocol

International Convention on Limitation of Liability for Maritime Claims (LLMC), 1976

International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978

International Telecommunication Convention (Montreux), 1965 and the Radio Regulations, 1968

International Health Regulations (Geneva), 1969

Minimum Age (Sea) Convention, 1920 (ILO No. 7)

Seaman's Articles of Agreement Convention, 1926 (ILO No. 22)

Merchant Shipping (Minimum Standards) Convention, 1976 (ILO No. 147)

Maritime Labour Convention, 2006

Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA), 1988 and the 1988 Protocol

International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990

International Convention on the Control of Harmful Anti-fouling Systems on Ships,2001 (AFS Convention)

International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunker Convention)

Convention on the Rights of Persons with Disabilities, 2006

Nairobi International Convention on the Removal of Wrecks, 2007

Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, 2010

Convention on Private International Law, 1928(Bustamante Code)

International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM)

United Nations Convention on the Law of the Sea, 1982 (UNCLOS)

3. SURVEY, CERTIFICATION & APPLICABLE REQUIREMENTS

3.1. Recognised Organisations

The Bahamas Maritime Authority has authorised a number of Recognised Organisations to carry out statutory survey and certification services, on behalf of the government of The Bahamas, on Bahamian ships (including offshore units and yachts) and on companies operating Bahamian ships.

Please refer to Marine Notice 002 for details of current Recognised Organisations.

3.2. Extent of Authorisation

Bahamas Recognised Organisations are authorised to undertake surveys, audits and inspections and issue relevant statutory certification on behalf of the BMA as detailed in "Applicable Instruments" (see paragraph 3.3 below) with the following exceptions:

(i) Croatian Register of Shipping – authorisation not requested for MODUs and gas carriers

It should be noted that not all Recognised Organisations class all ship types or offer all services.

Surveys are to be conducted in accordance with IMO Resolution A.1140(31) *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2019* unless expressly agreed otherwise by the BMA.

3.3. Applicable instruments and degree of authorisation

Bahamas Recognised Organisations are authorised to apply the requirements of the relevant Conventions and Codes as amended or modified, unless instructed otherwise by the BMA. Such authorisation includes approval of plans and documents that may be referred to within the Convention and Code requirements, as amended.

Key to Applicable Instruments Table	
IS	Initial Survey under the relevant Convention or Code
RS	Renewal Survey under the relevant Convention or Code
A/P/I	Annual, periodical or intermediate survey under the relevant Convention or Code
EX	Exemption from a requirement of the relevant Convention or Code
F	Full authorisation to perform plan review, approval of plans and documents, carry out surveys, inspections and audits, and issue and/or revoke necessary interim and full-term certificates. Full authorisation includes the execution of stability verification where applicable.
P	Partial authorisation to perform plan review, approval of plans and documents, carry out surveys, inspections and audits, and possibly issue interim certificates (specific instructions will be provided by the BMA. Full-term certificate is issued by the BMA).
A	Issuance of certificate to be approved in advance by the BMA.
X	Full authorisation for surveys required by Regulation 1(1)(b) of the AFS Convention

		AUTHORISATION (see key above)				Stability Review
		IS	RS	A/P/I	EX	
1	**SOLAS Convention**					
1.1	Passenger Ship Safety Certificate	F	F	-	A	YES
1.2	Cargo Ship Safety Certificate *Not generally used;BMA to be consulted before issue*	A	A	A	A	YES
1.3	Cargo Ship Safety Construction Certificate	F	F	F	A	YES
1.4	Cargo Ship Safety Equipment Certificate	F	F	F	A	-
1.5	Cargo Ship Safety Radio Certificate	F	F	F	A	-
1.6	Document of Authorisation for the Carriage of Grain	F			A	YES
1.7	Document of Compliance with the Special Requirements for the Carriage of Dangerous Goods	F			A	-
1.8	Approval of Cargo Securing Manual	F			-	-
1.9	Equipment approval on behalf of the Administration where required by an International Convention	F			-	-
1.10	Approval of format of Passenger Ship Muster Lists	F			-	-
ISM Code						
1.11	ISM Document of Compliance	F	F	F	A	-
1.12	ISM Safety Management Certificate	F	F	F	A	-
ISPS Code						
1.13	International Ship Security Certificate	F	F	F	A	-
1.14	Approval of Ship Security Plans	F			A	-
Note – Authorisation of Recognised Security Organisations in respect of port facilities in The Bahamas is outside the scope of BMA responsibility						
Polar Code						
1.15	Polar Ship Certificate for ships complying with the International Code for Ships Operating in Polar Waters	F	F	F	A	YES
International Code of Safety for High Speed Craft **(Craft constructed from 01 January 1996 to 01 July 2002)**						

1.16	High Speed Craft Safety Certificate	F	F	F	A	YES
International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) **(Craft constructed on or after 01 July 2002)**						
1.17	High Speed Craft Safety Certificate	F	F	F	A	YES

2	**Load Line Convention**					
2.1	International Load Line Certificate	F	F	F	A	YES
2.2	Bahamas National Load Line Certificate	P	P	P	A	YES

3	**Tonnage Convention**					
3.1	International Tonnage Certificate		F		-	-
3.2	Bahamas National Tonnage Certificate		P		-	-

4	**MARPOL Convention**					
Annex I						
4.1	International Oil Pollution Prevention Certificate	F	F	F	A	YES
4.2	Approval of Oil Discharge Monitoring & Control System Operational Manual *(MARPOL I/31.4)*		F		-	-
4.3	Approval of Crude Oil Washing Operations & Equipment Manual *(MARPOL I/35.1)*		F		-	-
4.4	Approval of Shipboard Oil Pollution Emergency Plan (SOPEP) *(MARPOL I/37.1)*		F		A	-
4.5	Approval of STS Operations Plan *(MARPOL I/41.1)*		F		-	-
Annex II						
4.6	International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk	F	F	F	A	-
4.7	Approval of Shipboard Marine Pollution Emergency Plan (SMPEP) *(MARPOL II/17.1)*		F		-	-

4.8	Approval of Procedures & Arrangements (P&A) Manual *(MARPOL II/14.1)*	F	-	-

4.9	Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk *(**BCH Code**, for ships built before 1 July 1986)*	F	F	F	A	YES
4.10	International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk *(**IBC Code**, for ships built on or after 1 July 1986)*	F	F	F	A	YES
Annex IV						
4.11	International Sewage Pollution Prevention Certificate	F	F	-	A	-
4.12	Approval of Sewage Rate of Discharge *(MARPOL IV/11.1)*	F			A	-
4.13	Approval of sewage treatment plants *(MEPC.227(64))*	F			A	-
Annex V						
4.14	Approval of Garbage Management Plan	F			-	-
Annex VI						
4.15	International Air Pollution Prevention Certificate	F	F	F	A	-
4.16	International Energy Efficiency Certificate	F			A	-
4.17	Engine International Air Pollution Prevention Certificate *(NOx Technical Code)*	F			A	-
4.18	Approval of Volatile Organic Compounds (VOC) Management Plan *(MARPOL VI/15.5)*	F			-	-
4.19	Verification of Ship Energy Efficiency Management Plan (SEEMP), including issuance of Confirmation of Compliance *(MARPOL VI/22)*	F			-	-
4.20	Statement of Compliance Fuel Oil Consumption Reporting, including reporting to IMO Ship Fuel Oil Consumption database *(MARPOL VI/22A)*	F			-	-
4.21	Approval of Exhaust Gas Cleaning System Technical Manual "Scheme A" (ETM-A) *(MEPC.259(68))*	F			-	-
4.22	Approval of Exhaust Gas Cleaning System Technical Manual "Scheme B" (ETM-B) *(MEPC.259(68))*	F			-	-

4.23	Approval of Exhaust Gas Cleaning System Record Book *(MEPC.259(68))*	F	-	-
4.24	Approval of Exhaust Gas Cleaning System on Board Monitoring Manual (OMM) *(MEPC.259(68))*	F	-	-
4.25	Approval of SOx Emissions Compliance Plan (SECP) *(MEPC.259(68))*	F	-	-
4.26	SOx Emission Compliance Certificate (SECC) *(MEPC.259(68))*	F	-	-

5	**Ballast Water Management Convention**					
5.1	International Ballast Water Management Certificate	F	F	F	A	-
5.2	Approval of Ballast Water Management Plan	F			-	-
5.3	Type approval of ballast water treatment systems under IMO G8 guidelines *(MEPC.174(58) & MEPC.279(70))*	F			A	-
5.4	Approval of ballast water treatment systems under IMO G9 guidelines *(MEPC.169(57))*	F			A	-
5.5	Approval of ballast water treatment systems under the BWMS Code *(MEPC.300(72))*	F			A	-

6	**Antifouling Systems Convention**					
6.1	International Anti-fouling Systems Certificate	F	X	X	A	-

7	**COLREG Convention**			
7.1	Plan Approval	F	A	-

8	**Safe Containers Convention**			
8.1	Type approval of containers	F	A	-

9	**Hong Kong Recycling Convention and EU Ship Recycling Regulation**

9.1	Statement of Compliance on Inventory of Hazardous Materials, according to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009	F	F	-	A	-
9.2	Ready for Recycling Statement of Compliance	F			-	-
9.3	Statement of Compliance on Inventory of Hazardous Materials, according to Regulation (EU) 1257/2013	F	F	-	-	-

10	**ILO Conventions**					
10.1	MLC 2006 Maritime Labour Certificate	F	F	F	A	-
10.2	Review Declaration of Maritime Labour Compliance (DMLC) Part II against DMLC Part I and certify DMLC Part II	F			-	-
10.3	Statement of Compliance with MLC Regulation 3.1	F			A	-
10.4	Statement of Compliance with ILO Convention 92 (Accommodation)	F			A	-
10.5	Statement of Compliance with ILO Convention 133 (Accommodation)	F			A	-
10.6	Statement of Compliance with ILO Convention 152 (Lifting Gear)	F			A	-

11	**Other Conventions and Codes**					
Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code) ***(ships delivered on or before 31 December 1976)***						
11.1	Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	F	F	F	A	YES
Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code) ***(ships built after 31 October 1976 but before 1 July 1986)***						
11.2	Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	F	F	F	A	YES
International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) ***(ships built on or after 1 July 1986)***						

11.3	International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	F	F	F	A	YES
11.4	Approval of inspection/survey plan for the cargo containment system	F				-

International Code of Safety for Ships using Gases or other Low Flashpoint Fuels (IGF Code)						
11.5	Services for ships to which the IGF Code applies		F		A	-
International Maritime Solid Bulk Cargoes (IMSBC) Code						
11.6	Document of Compliance		F		A	-
Code of Safe Practice for Cargo Stowage and Securing (CSS Code)						
11.7	Document of Compliance		F		A	-
Code of Safe Practice for Carrying Timber Deck Cargoes (TDC Code)						
11.8	Document of Compliance		F		A	YES
Code of Safety for Special Purpose Ships (1983 SPS Code)						
11.9	Special Purpose Ship Safety Certificate	A	A	A	A	YES
Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)						
11.10	Special Purpose Ship Safety Certificate (2008)	F	F	F	A	YES
Code for the Construction and Equipment of Mobile Offshore Drilling Units (1979 MODU Code) (Units constructed on or after 15 November 1979)						
11.11	Mobile Offshore [Drilling] Unit Safety Certificate (1979)	F	F	F	A	YES
Code for the Construction and Equipment of Mobile Offshore Drilling Units (1989 MODU Code) (Units constructed on or after 01 May 1991)						
11.12	Mobile Offshore [Drilling] Unit Safety Certificate (1989)	F	F	F	A	YES
Code for the Construction and Equipment of Mobile Offshore Drilling Units (2009 MODU Code) (Units constructed on or after 01 January 2012)						
11.13	Mobile Offshore [Drilling] Unit Safety Certificate (2009)	F	F	F	A	YES
Code of Safety for Diving Systems						
11.14	Diving System Safety Certificate	F	F	F	A	-
Code of Safety for Dynamically Supported Craft						
11.15	Dynamically Supported Craft Construction and Equipment Certificate	F	F	F	A	YES
Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels						

11.16	Certificate of Fitness	F	F	F	A	YES
Code for the Transport and Handling of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (OSV Chemical Code)						
11.17	Certificate of Fitness	F	F	F	A	YES
MSC.235(82) Guidelines for the Design and Construction of Offshore Supply Vessels, 2006						
11.18	Offshore Supply Vessel Document of Compliance	F			A	YES
Code of Safety for Caribbean Cargo Ships (CCSS Code)						
11.19	Caribbean Cargo Ship Safety Certificate	P	P	P	A	YES
Code of Safety for Small Commercial Vessels Operating in the Caribbean (SCV Code)						
11.20	Small Commercial Vessel Safety Certificate	P	P	P	A	YES
Bahamas Yacht Codes						
11.21	Bahamas Large Charter Yacht Certificate of Compliance	P	P	P	A	YES
11.22	Bahamas Small Charter Yacht Certificate of Compliance[2]	P	P	P	A	YES
11.23	Bahamas Passenger Yacht Certificate of Compliance[3]	P	P	P	A	YES
11.24	Bahamas Private Yacht Statement of Compliance with Large or Small Charter Yacht Code, as applicable	P	P	P	A	YES
IACS Recommendation No.99 Rev.1 ***Recommendations for the Safety of Cargo Vessels of less than Convention Size***						
11.25	Statement of Compliance with IACS Rec.99 Rev.1	F	F	F	A	YES
Merchant Shipping (Submersible Craft Construction and Survey) Regulations, 1981						
11.26	Passenger Submersible Craft Safety Certificate	F	F	F	A	-

[2] From entry into force date of Bahamas Small Charter Yacht Code, scheduled for 01 January 2021

[3] From entry into force date of BPYC, scheduled for 01 January 2021

3.4. Specific Instructions to Recognised Organisations

3.4.1. Use of Exclusive Surveyors, Auditors, and Inspectors

The Recognised Organisation shall only use exclusive surveyors, auditors, and inspectors to undertake statutory survey and certification services. Exclusive surveyors, auditors and inspectors are persons solely employed by the Organisation, duly qualified, trained and authorised to execute all duties and activities incumbent upon their employer, within their level of work responsibility and in accordance with IACS procedural requirements.

In exceptional and duly justified cases where the Recognised Organisation finds that its own exclusive surveyor is not available, the Recognised Organisation shall inform the Administration, who may then nominate an exclusive surveyor of one of the other Bahamas Recognised Organisations, subject to mutual agreement.

While remaining responsible for the certification on behalf of the flag State, the Recognised Organisation may subcontract radio surveys to non-exclusive surveyors in accordance with the relevant provisions of section 5.9 of part 2 IMO Resolution MSC.349(92) *Code for Recognised Organisations* (the RO Code).

3.4.2. Dual Class

The BMA has no objection to dual Class arrangements, provided that the Classification Society acting as a Recognised Organisation conducting surveys and issuing the relevant statutory certificates on behalf of The Bahamas is a Bahamas Recognised Organisation.

Where both Classification Societies are Bahamas Recognised Organisations, all statutory certificates (except relating to ISM, ISPS and MLC) are to be issued by one of the Classification Societies only.

3.4.3. Authority to require repairs

As per the provisions of SOLAS Chapter I, Regulation 6(b); MARPOL Annex I, Regulation 6.3.2; MARPOL Annex II, Regulation 8.2.3; MARPOL Annex IV, Regulation 4.4; MARPOL Annex VI, Regulation 5; and MLC Regulation 5.1.4.7(c), Recognised Organisation surveyors are authorised to require repairs to a ship and/or rectification of deficiencies identified during surveys. In addition, surveyors are authorised to

carry out surveys under the MARPOL and SOLAS Conventions, if requested to do so by the appropriate authorities of a port State (see also 3.4.7 below).

3.4.4. Use of Service Suppliers

Recognised Organisations may utilise approved service suppliers to assist in making decisions affecting statutory surveys and certification. Specific guidance on service supplier approval is given in section 3.5.

3.4.5. Survey of Ships Joining the Register

IACS Procedural Requirement 28 (procedure for change of flag) is to be followed, except where otherwise advised by the BMA.

3.4.6. Reporting to the Administration

The notification requirements are as follows:

3.4.6.1. Ship not fit to proceed to sea

As per the provisions of SOLAS Chapter I, Regulation 6(c), MARPOL Annex I, Regulation 6.3.3; MARPOL Annex II, Regulation 8.2.5; MARPOL Annex IV, Regulation 4.5; MARPOL Annex VI, Regulation 5.3.3; and MLC Regulation 5.1.4.7(c), in cases where the condition of a ship or its equipment does not correspond substantially with the particulars of the relevant statutory certificate, or is such that the ship is not fit to proceed to sea without danger to the ship or persons on board, or presents an unreasonable threat of harm to the marine environment, or a threat to the security of destination ports or coastal states, or a significant danger to seafarers' safety, health or security, the Recognised Organisation or attending surveyor shall immediately ensure that corrective action is taken and shall in due course notify the BMA.

If such corrective action is not taken the relevant certificate should be withdrawn and the BMA notified immediately and, if the ship is in the port of another Party, the appropriate authorities of the port State shall also be notified immediately.

For the purposes of these requirements, such cases include:

- Where serious deficiencies are identified during any survey or visit to a ship. The guidance on detainable deficiencies given in Section 3 of Appendix 2 of the IMO *Procedures for Port State*

Control 2019 (Assembly Resolution A.1138(31)) and IACS Recommendation 98 should be used as an illustrative list of deficiencies which are considered as serious;

- Failure to complete any class or statutory survey, audit, or inspection within due date;
- Where any proposed condition of class, statutory memorandum, or equivalent remark, issued in conjunction with serious deficiencies, prevents the completion of survey.

3.4.6.2. Suspension and withdrawal of Class

The BMA is to be notified of any suspension and/or withdrawal of class. In any case where Class is withdrawn from a ship in service and where a surveyor attends the ship, Recognised Organisations are authorised to remove from the ship all statutory certificates that has been issued by, or on behalf of, The Bahamas, concurrent with the removal of Class certificates.

3.4.6.3. Changes affecting details of Registry or Classification

The BMA is to be notified of any changes which affect the Certificate of Registry or Class Certificate, including:

- Building details, e.g. ship being rebuilt, re-measured or undergoing major conversion;
- Ship or vessel type;
- Propulsion and engine details (e.g. total power, means of propulsion, type of engines);
- Ship dimensions (length, breadth, depth);
- No. of persons being accommodated;
- Tonnage (Gross, Net);
- Equipment fitted or removed to effect a major modification.

Changes in Class notation are also to be reported to the BMA.

3.4.6.4. Forms / Records / Reports / Certificates

Copies of short or full-term international Convention certificates and associated reports issued on behalf of The Bahamas are not required to be forwarded to BMA offices unless specifically requested, with the exception of the following documents:

- Any statutory certificate issued which has an associated exemption, extension or equivalent arrangement, together with details of the affected item(s);

- ISPS Code certification (interim and full-term International Ship Security Certificate);
- ISM Code certification (interim and full-term Safety Management Certificate);
- MLC 2006 certification (interim and full-term Maritime Labour Certificate)

Copies of the above should be forwarded by e-mail (**not in hard copy**), except where the BMA has online access to these documents on the Recognised Organisation's systems.

Hard copies of the following documents only are to be sent to the BMA:

- Certificate of Survey for new buildings

3.4.7. Ships not compliant with statutory requirements

In cases where the condition of a ship or its equipment does not correspond substantially with the particulars of the relevant statutory certificate, the surveyor or Recognised Organisation should follow 3.4.6.1 above.

For minor items, the Recognised Organisation shall follow the requirements specified in the current version of IACS Recommendation 98.

In instances where, temporarily, the requirements of an applicable instrument cannot be met under particular circumstances, the surveyor shall specify such measures or supplementary equipment as may be available to permit the vessel to proceed to a suitable port where permanent repairs or rectifications can be carried out or replacement equipment fitted. For urgent cases out of BMA office hours, the attending surveyor should contact the BMA Emergency Response Officer for authorisation to issue a conditional certificate.

Any exemption or equivalent arrangement that has been agreed for a specific ship will apply only to that ship for the period of time agreed. Exemptions and equivalents agreed under the process above do not apply to other ships, unless specifically authorised by the BMA, and are not to be repeated or extended for the same ship without prior BMA agreement.

Certification issued in conjunction with an exemption, extension or equivalent arrangement will be as agreed with the BMA, taking account of the relevant Convention or Code requirements and in accordance with the procedural systems operated by individual Recognised Organisations.

In all cases, applications shall be submitted in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

3.4.8. Annual & intermediate surveys, audits or inspections not completed before the end of the survey/audit/inspection window.

If the Annual, Intermediate, Periodic survey/audit /inspection, or Bottom surveys required by a Statutory Convention or Code are not carried out before the due date, end of the survey/audit/inspection range date, or commenced within the range date, but not completed before the end of the range date, the affected certificates cease to be valid.

In cases of *force majeure*, the BMA may, at its discretion, authorise the administrative issuance of short-term certification until the first available opportunity. When applying for short-term certification, the Recognised Organisation shall provide full details of the situation, including relevant documentary evidence of attempts to have the surveys/audit/inspection completed within the range dates and other supporting information.

In all cases the existing certificates shall not be endorsed when the surveys are undertaken. The existing certificates are to be withdrawn and the appropriate surveys/audits/inspection undertaken to the extent required by the BMA; generally, this will be to the extent of the survey that was not carried out (Annual, Intermediate, Periodic or Bottom survey). New certificates are to be issued on successful completion of the surveys/audit/inspection, with the same expiry date as the original certificates. The completion date of the survey/audit/inspection on which the certificate is based is to be date of completion of the survey to revalidate the certification. The endorsement sections of the new certificate for the current and previous annual, intermediate, periodic survey/audit/inspection or bottom survey are to be struck through and annotated “N/A”.

3.4.9. Interpretation of Statutory Requirements

The BMA does not give tacit acceptance to proposed arrangements or guidelines by its Recognised Organisations. Explicit acceptance must be sought by the Recognised Organisation.

Recognised Organisations, as part of their authorisation, are required to support and implement, where practicable, non-mandatory international requirements when performing approval, survey, audit, and certification.

In applying standards, Bahamas Recognised Organisations must take account of any relevant interpretation, clarification or other advice issued by the Bahamas Maritime Authority (BMA) in any BMA Information Bulletins or Marine Notices, or in the Bahamas National Requirements.

In the absence of BMA issued direction, IMO guidance as contained in IMO Resolutions and Circulars should be considered.

In the absence of either flag State or IMO guidance, relevant technical standards of the Recognised Organisation, including IACS Unified Requirements, Unified Interpretations, Procedural Requirements, etc. should be considered. The Bahamas expects that ship owners, managers and shipbuilders will also take the above into account.

3.4.10. Approval and Endorsement of Statutory Documents

For all statutory documents which are required to be carried on board ships that must be "approved by the Administration", a Recognised Organisation may adopt either of the following two methods for endorsement:

i. Stamp and date the front page of the document as approved by the Recognised Organisation on behalf of The Commonwealth of The Bahamas; or
ii. Stamp and date the front page of the document, as approved by the Recognised Organisation and issue an associated Declaration; the Declaration must clearly identify the document that it refers to and be retained with the approved document.

In both cases, the following information must be available:

- Title of plan/document;
- Plan/booklet number and version number/date;
- Regulation(s) that it was examined against and complies with;
- Conditions of approval;
- Warnings to the Master and operational limitations;
- Date of approval;
- Place of approval approving authority, i.e. the Recognised Organisation.

3.4.11. Certification for Conventions not in Force or not Ratified by The Bahamas

Where a ship is surveyed and found to be in compliance with a Convention that is either not in force **or** has not been ratified by The Bahamas, a Statement of Compliance may be issued on behalf of The Bahamas. This certification is subject to the same annual / intermediate endorsement as a Convention certificate.

When the subject Convention is both in force **and** ratified by The Bahamas, the Statement of Compliance may be replaced directly with a Convention Certificate, without survey, with the expiry date being no later than that on the existing Statement of Compliance.

3.4.12. Maintenance of conditions after survey

Whenever an accident occurs to a ship or a defect is discovered which affects:

- The safety and integrity of the ship; or,
- The efficiency or completeness of its equipment covered by statutory conventions

the master or company shall report the details of the accident or defect to the BMA and Recognised Organisation responsible for issuing the relevant certificates without delay.

If the ship is in or proceeding to the port of another Contracting Government, the master or company shall also report details of the accident or defect to the appropriate authorities of the port state.

Please refer to BMA Information Bulletin No.8.

3.4.13. Electronic certificates

Bahamas Recognised Organisations may apply to the BMA for authorisation to issue statutory certificates electronically, in line with the provisions of FAL.5/Circ.39/Rev.2. Please refer to Marine Notice 53.

3.5. Approval of service suppliers

3.5.1. General

The following requirements are not applicable to service providers undertaking work on lifeboats, rescue boats, on-load release gear and launching appliances including davit launched liferafts. The approval and certification requirements of BMA Information Bulletin No.184 are to be followed for such service providers.

For service suppliers conducting other types of work relating to statutory certification the following approvals appropriate to the work being conducted on board would be considered acceptable by the BMA:

i. An approval issued by the Bahamas Recognised Organisation issuing statutory certification to the ship on which the work is being conducted;
ii. Any approval issued by a Bahamas Recognised Organisation in accordance with IACS UR Z17;
iii. The service supplier approval by another SOLAS Contracting government (normally, the government of the country where the servicing station is located), provided that the Recognised Organisation:

- reviews the approval certification to confirm that it addresses all of the international requirements; and
- confirms that the service station has a valid authorisation from the manufacturer, if necessary; and
- recognises that the BMA reserves the right to determine at any stage whether the applicable servicing supplier requires to undergo the full approval process by a Bahamas Recognised Organisation.

In all cases the Recognised Organisation responsible for issuing statutory certification on behalf of The Bahamas to the ship upon which the service supplier's work is being undertaken are to be satisfied as to the extent, completeness and effectiveness of the work conducted by the service supplier.

3.5.2. Service stations for inflatable LSA

The agreed position by IACS members as contained in UR Z17 is endorsed by the BMA, with additional provisions below:

Recognised Organisations may:

i. approve the servicing station in accordance with IACS UR Z17 which include requirements for the servicing station's quality assurance system in addition to the requirements in IMO Assembly Resolution A.761(18) as amended, and list the approved companies in a public list; or
ii. accept the servicing station approved and listed by the flag Administration itself or another Recognised Organisation acting on behalf of the flag Administration; or
iii. accept the servicing stations approved and listed by another SOLAS Contracting government (normally, the government of the country where the servicing station is located), provided that the Recognised Organisation:
   - reviews the approval certification to confirm that it addresses all of the international requirements; and
   - confirms that the service station has a valid authorisation from the manufacturer; and
   - recognises that the BMA reserves the right to determine at any stage whether the applicable servicing station requires to undergo the full approval process by a Bahamas Recognised Organisation.

3.6. Approval of service suppliers

3.6.1. General

In general, the BMA will only approve equipment manufactured in The Bahamas. In such cases approval will normally be carried out in conjunction with a Bahamas Recognised Organisation.

Please refer to BMA Information Bulletin No.71.

4. INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA 1974 (SOLAS)

4.1. Chapter I: General Provisions

4.1.1. Certification of Passenger Ships

Passenger ships are to be certificated, maintained, and operated in accordance with Class rules and statutory requirements at all times. Where a passenger ship is unable to satisfy the requirements necessary for completion of the Passenger Ship Safety Certificate survey, the necessary exemptions or extensions shall be applied for in accordance with the procedures outlined in BMA Information Bulletin No. 8.

In the case of an initial delivery voyage where any passenger ship requirements remain outstanding, the BMA may consider the issuance of cargo ship safety and load line certificates to the vessel. The BMA may also consider the issuance of cargo ship safety and load line certificates to a passenger vessel that is not in service or for transit voyages to repair yards etc. Any such application shall be submitted by the Company to the Recognised Organisation, which shall, prior to submission to the BMA, verify the following:

- The Company has a valid ISM Document of Compliance for the operation of cargo ships, and
- The vessel has a valid Safety Management Certificate as a cargo ship and an operational safety management system addressing the affected voyage, and
- The vessel has a valid International Ship Security Certificate, and
- The complement of persons on board, excluding the marine crew (e.g. deck/engine officers and ratings) and persons normally employed on board (i.e. hotel/entertainment staff, etc., who have received STCW basic familiarisation training).

4.1.2. Dry Docking of Passenger Ships

The BMA's basic requirement for passenger ships is for bottom inspection in dry dock twice in any five-year period, as determined by the Load Line certificate, with no more than 36 months between dry docks. It is, however, possible for passenger ships of up to 20 years of age to undertake bottom inspection in dry dock once in any five-year period.

Please refer to BMA Information Bulletin No.73.

4.1.3. Extended Dry-Docking Schemes for Cargo Ships

The BMA acknowledges that some of its Recognised Organisations offer extended dry-docking schemes for certain types of cargo ship. The BMA has no objection to such schemes, subject to the following conditions:

- The scheme should take in to account IACS Recommendation 133;
- Ship must not be subject to Enhanced Survey Programme (ESP);
- Class requirements for the scheme are to be met in full, including tailshaft monitoring and provisions for in water survey;
- Regular lubricating oil analysis is to be undertaken for auxiliary thrusters, if fitted, and presented for review at every bottom survey;
- A minimum of two (2) bottom inspections are to be carried out during the five-year renewal period of the Safety Construction Certificate;
- The period between bottom inspections is not to exceed 36 months;
- The scope of renewal survey, if carried out afloat, is to be to the same extent as an ordinary renewal survey in dry dock;
- Access for examination, testing and maintenance must be available for all items required for renewal survey;
- Protective coatings in double bottom/double side ballast tanks below the deepest load waterline are to be maintained in GOOD condition.

All applications for ships to be accepted on to an extended dry-docking scheme are to be forwarded by the Recognised Organisation to the BMA for approval. Each application is to be provided with the following information:

- Confirmation that arrangements required for in water survey are provided, including means, such as hinged gratings, being provided on all sea chests to allow divers access for examination of the external sides of through hull connections and sea valves;
- Confirmation that relevant ship's drawings are available to the attending surveyor(s);
- Method of inspection of ship side valves;
- Method of inspection of box coolers (where fitted);

- Confirmation that, where fitted, thruster lubricating oil analysis has been provided to Class and no abnormal readings have been observed;
- Confirmation that protective coating of ballast tanks is in GOOD condition;
- Confirmation that external hull coating system is designed to remain effective for the full extended dry dock period;
- Confirmation that a hull impressed current cathodic protection system is fitted and operational, or that renewal of external hull sacrificial anodes in afloat condition is possible.

Where a ship is approved for an extended dry-docking scheme, it is on the basis that the ship may still be required to proceed to dry dock if any damage is found at in water surveys or if the conditions are not complied with.

The scheme will be terminated on change of owner, ISM manager, Classification Society, or flag.

4.2. Chapter II-1: Construction: Structure, Subdivision and Stability, Machinery and Electrical Installations

4.2.1. Watertight (W/T) Door Closure on Passenger Vessels

SOLAS Chapter II-1 requirements for watertight doors shall be strictly complied with on passenger vessels, however applications to leave specific watertight doors open during navigation will be considered by the BMA. The Company shall submit the application with full supporting information to the Recognised Organisation. The Recognised Organisation will forward the application to BMA after appropriate review and recommendation.

Please refer to BMA Information Bulletin No. 96.

4.2.2. Opening of Cargo and Passenger Ship Side Shell Doors when at Anchor

With regard to SOLAS Chapter II-1 requirements for side shell doors, Recognised Organisations may review applications for certain doors to be opened for operational purposes or for the embarkation/disembarkation of passengers, when the ship is at a safe anchorage. Applications to issue a

Letter of Authorisation on behalf of The Bahamas in order to satisfy particular port authority requirements should be made by the Recognised Organisation on behalf of owners.

4.2.3. Watertight Sliding Door Local Operating Handles

Watertight door operating handles shall comply fully to the requirements set out in SOLAS to ensure uniformity of application. It is possible that confusion to the seafarer may be caused by the utilisation of different forms of opening mechanism on different ships. To reduce the risk of personal injury or inappropriate operation in case of emergency, the BMA considers that safe operation of watertight doors can only be achieved by using conventional handles as described in SOLAS Chapter II-1/13.

4.2.4. Display of Manoeuvring Information (IMO Assembly Resolution A.601(15))

The footnote to SOLAS Regulation II-1/28 makes reference to IMO Assembly Resolution A.601(15) *Provision and display of manoeuvring information on board ships*.

The BMA recommends that manoeuvring information is provided as follows:

i. Pilot Card (Appendix 1 of A.601(15)) – all ships to which SOLAS applies;
ii. Wheelhouse Poster (Appendix 2 of A.601(15)) – all ships of 100 metres or over in length and all chemical tankers and gas carriers, irrespective of size;
iii. Manoeuvring Booklet (Appendix 3 of A.601(15)) - all ships of 100 metres or over in length and all chemical tankers and gas carriers, irrespective of size.

4.2.5. Requirements for valves fitted to pipes piercing a collision bulkhead

SOLAS II-1/12.5.1 requires that any pipe piercing a collision bulkhead is fitted with a screw-down valve capable of being operated from above the bulkhead deck. The BMA considers that the use of butterfly valves provides a means as effective as a screw-down valve. The fitting of butterfly valves in lieu of screw-down valves on pipes piercing a collision bulkhead is therefore accepted on Bahamian registered ships.

4.2.6. Ship structure access manual

Ship Structure Access Manuals approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the Ship

Structure Access Manual is to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

4.2.7. Initial testing of watertight bulkheads

To satisfy the requirements of SOLAS II-1 Regulation 11 the BMA accepts the use of IACS UR S14 for the initial testing of watertight bulkheads. Where the ship builder or owner wishes to have the extent of tank testing reduced below the requirements of UR S14 or waived completely, the ship builder shall make an application to the BMA, via the Recognised Organisation, for consideration. Such requests shall include a technical justification for the reduction in extent or waiving of UR S14 requirements.

There is no scope in UR S14 for hydrostatic testing to be waived completely on subsequent sister ships of a series. Where the ship builder or owner wishes to reduce the extent of hydrostatic testing below the requirements of UR S14 an application to the BMA for consideration is to be made as per the paragraph above.

The foregoing is applicable to all ships, except where more stringent requirements for the testing of cargo tanks of liquefied gas carriers and chemical tankers exist.

4.2.8. Noise levels on board ships

As per the provisions of SOLAS II-1/3-12, ships of 1,600 gross tonnage and above:

i. for which the build contract is placed on or after 01 July 2014; or
ii. in the absence of a building contract, the keels of which are laid, or which are at a similar stage of construction on or after 1 January 2015; or
iii. the delivery of which is on or after 1 July 2018,

shall comply with the provisions of *MSC.337(91) Code on noise levels on board ships*, to the fullest extent practicable.

Ships delivered before 01 July 2018 and:

i. contracted for construction before 1 July 2014 and the keels of which are laid, or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015; or

ii. in the absence of a building contract, the keels of which are laid, or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015,

should comply with the provisions of *A.468(XII) Code on noise levels on board ships* or MSC.337(91), to the fullest extent practicable.

For ships other than those listed above (i.e. the keels of which are laid or which are at a similar stage of construction before 1 January 2009), it is strongly recommended that a noise survey should be undertaken on each ship, in accordance with the provisions of A.468(XII) or MSC.337(91), and a noise survey report held on board.

Shipowners shall also ensure that an assessment of risks, including exposure to noise, is carried out, in line with their obligations under the Maritime Labour Convention 2006.

4.2.9. Performance Standard for Protective Coatings for Dedicated Sea Water Ballast Tanks

MSC.215(82) *Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all Ship Types and Double-Side Skin Spaces of Bulk Carriers* does not apply to the tanks listed in IACS UI SC 227.

4.2.10. Use of plastic pipes on ships (see also 12.5.2)

The use of plastic pipes in seawater systems in Bahamian ships is prohibited in situations where SOLAS explicitly requires the use of steel pipes in sea water systems.

Plastic or GRP pipes are to be designed, approved, manufactured, installed and tested in accordance with the Classification Society Rules and IMO Resolution A.753(18) *Guidelines for the application of plastic pipes on ships*, as amended by MSC.313(88).

The BMA does not accept the use of plastic or GRP pipes in the seawater suction piping or discharge piping of emergency fire pumps where these pass through a machinery space. Such piping installations must be constructed from steel and comply with SOLAS II-2/10.2.1.4.1.

4.2.11. Damage Control Information on Ships constructed before 01 January 2009

All cargo ships constructed between 01 February 1992 and 31 December 2008, which are not tankers, shall be provided with damage control information.

4.3. Chapter II-2: Construction: Fire Protection, Fire Detection and Fire Extinction

4.3.1. CO2, Halon and Alternative Gas Fixed Fire Fighting Systems

The BMA has issued guidance on the servicing of CO2 cylinders for fixed fire extinguishing installations, low pressure bulk CO2 systems, Halon fire extinguishing systems, alternative fixed gas fighting media and portable fire extinguishers.

Please refer to BMA Information Bulletin No. 97.

4.3.2. Control Valves of Fixed CO2 and Other Fixed Gas Fire Fighting Systems

Control valves of fixed CO2 and other fixed gas fire-extinguishing systems are to be internally inspected at least once in every 5-year period.

4.3.3. Emergency Escape Breathing Devices (EEBDs)

Please refer to BMA Information Bulletin No.29.

4.3.4. Fire Fighter's Outfits

4.3.4.1. Compressed air breathing apparatus

Fire fighter's outfits shall be fitted with "*an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder had been reduced to no less than 200 litres*", in accordance with Chapter 3, Para. 2.1.2.2 of the International Code for Fire Safety Systems (FSS Code). A low-pressure audible alarm together with a pressure indicator should be considered as complying with this requirement.

4.3.4.2. Two-way radiotelephone apparatus

Fire fighter's outfits shall carry a minimum of 2 two-way radiotelephone apparatus for each fire party for fire fighter's communication, in accordance with SOLAS Regulation II-2/10.10.4. The radiotelephone

apparatus and any accessories provided, such as remote speakers, microphones, headsets, etc., shall be explosion proof or intrinsically safe.

In the absence of any performance standards or other guidance from IMO on the radiotelephone apparatus for fire fighters' communication, the BMA requires the Company to select appropriate equipment to meet the requirements of SOLAS II-2/10.10.4, in line with their responsibilities under the ISM Code.

4.3.5. Means of recharging breathing apparatus cylinders

SOLAS Regulation II-2/15.2.2.6 requires that "*An on board means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used*".

The BMA strongly recommends that all ships carry an on board means of recharging breathing apparatus cylinders. Where an on board means of charging is not provided, the Company shall establish how many spare cylinders are required for training purposes, in addition to those required by SOLAS, taking into account the number of drills carried out, availability of recharging facilities, ship's schedule, etc. A minimum of one cylinder should be provided for each fire suit, according to the Muster List, but not less than two cylinders in total.

4.3.6. Breathing air quality

Where air compressors are carried on board as a means of recharging breathing apparatus cylinders, the air quality is to be checked periodically as per paragraph 7.8 of MSC.1/Circ.1432, taking into account any additional manufacturer's instructions.

Air quality should comply with BS EN 12021:2014 *Respiratory equipment – Compressed gases for breathing apparatus*, or an equivalent national standard acceptable to the BMA.

4.3.7. Fire Hoses

Fire hoses shall be manufactured of non-perishable material and, unless otherwise agreed by BMA, have a minimum diameter of 64mm if unlined or 45mm if lined.

4.3.8. Manually operated call points

For the positioning of manually operated call points (MOCP) required by SOLAS Regulation II-2/7.7, the BMA applies IACS Unified Interpretation SC241 with the following clarifications:

- The emergency generator space is regarded as a control station and the interpretation in UI SC241 is applied accordingly;
- If the bosun's store is not regarded as having little or no fire risk by the Recognised Organisation, an MOCP shall be installed at the exit to the Bosun's store, unless an MOCP is provided within 20 metres of the exit to the Bosun's store as per UI SC241.

Instances where ship's arrangements are not in accordance with the above position should be brought to the BMA's attention by the Recognised Organisation so that deviations may be dealt with on a case by case basis.

4.3.9. Location of oil fuel and lubricating oil valves in machinery spaces.

Oil fuel and lubricating oil valves in machinery spaces shall not be located in void spaces or cofferdams unless the valve can be remotely operated from outside of the void space or cofferdam.

Quick closing valves mounted on tanks in machinery spaces to meet the requirements of SOLAS II-2/4.2.2.3.4 and 4.2.3.2 shall be situated in an easily accessible location inside the machinery space. Void spaces or cofferdams which are normally closed by manhole covers are not considered to be "easily accessible locations".

4.3.10. Emergency fire pump seawater inlet located in a machinery space

On all new ships where the sea-chest for the emergency fire pump seawater inlet is fitted in the machinery space, the suction valve mounted on the sea chest must be remotely controlled from a position in the same compartment as the emergency fire pump.

The absence or omission of the remote-control function on any existing ship must be reported to the BMA by the Recognised Organisation.

4.3.11. Fire control plan symbols

Resolution A.1116 (30) *Escape route signs and equipment location markings* should be used in conjunction with Resolution A.952 (23) *Graphical symbols for shipboard fire control plans* for new or updated fire control plans.

4.3.12. Symbols identifying the location of fire control plans outside of the deckhouse.

SOLAS Regulation II-2/15.2.4 requires fire control plans to be permanently stowed in a prominently marked weather tight enclosure outside of the deck house. Please refer to MSC/Circ.451 *Guidance concerning the location of fire control plans for the assistance of shoreside fire-fighting personnel*.

Resolution A.952(23) provides guidance on the symbols to be used in Fire Control Plans. Symbol reference 2.1 shows the graphic symbol to be used within the fire control plan to identify the location of fire plans on board:

No.	Graphical symbol
2.1	Fire Plan

The fire plan symbols in MSC/Circ.451 and A.952(23) differ. The BMA has no objection to the use of the fire plan symbol contained in A.952(23) in lieu of the symbol shown in MSC/Circ.451 at the locations where fire plans are posted outside of the deck house, in order to maintain consistency between the symbols used in the fire control plan and at the location of the fire plans posted outside of the deckhouse. The use of the fire plan location symbols in MSC/Circ.451 or A.952(23) is at the discretion of the ship owner or ship builder.

4.3.13. The number of portable fire extinguishers to be provided on board

4.3.13.1. Ships built prior to 01 January 2009:

The number of portable fire extinguishers provided is to satisfy the requirements of the relevant Classification Society. In any case no less than five (5) portable fire extinguishers are to be provided in

accommodation spaces, service spaces and control stations on ships of 1,000 gross tonnage and above. Companies are encouraged to apply the provisions of MSC.1/Circ.1275 where practicable.

4.3.13.2. Ships built on or after 01 January 2009:

The number of portable fire extinguishers to be provided should be determined in accordance with the Annex to MSC.1/Circ.1275. In any case no less than five (5) portable fire extinguishers are to be provided in accommodation spaces, service spaces and control stations on ships of 1,000 gross tonnage and above.

4.3.14. Special requirements for ships carrying dangerous goods

4.3.14.1. Deficiencies relating to the provisions of SOLAS II-2/19 & II-2/54

Where a ship is found not to be in compliance with the provisions of SOLAS II-2/19 or II-2/54, as applicable, the Document of Compliance for carriage of dangerous goods is to be withdrawn. Issuance of a short-term Document of Compliance is not appropriate.

A new Document of Compliance may be issued with the class of cargos for which the ship does not comply, and the affected cargo deck(s) or space(s) removed from the Document of Compliance, as appropriate.

4.3.15. Automatic sprinkler systems

Please refer to BMA Information Bulletin No.150

4.3.16. Safe return to port (SRtP)

The SRtP provisions of SOLAS II-2 apply to passenger ships, including passenger ferries and passenger ro-ro ships, constructed on or after 01 July 2010 having a length (as defined in the Load Line Convention) of 120 metres or more, or having three or more main vertical fire zones (MVZ). Special purpose ships (SPS) certified under the 2008 SPS Code that carry 240 or more persons are also subject to SRtP, as per MSC.1/Circ.1422 Unified Interpretations of the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)

All main vertical zones in the ship should be counted for the purposes of SRtP, irrespective of whether they contain accommodation spaces or not. Nevertheless, horizontal fire zones (special category/Ro-Ro spaces) should not be included in the count of main vertical zones. A main vertical zone may extend to 48 metres, as per SOLAS II-2/9.2.2.1.2). This implies that any ship having an overall length (LOA) of more than 96 metres should normally comply with the SRtP regulations.

Please refer to Marine Notice 003

4.4. Chapter III: Life-saving Appliances and Arrangements

4.4.1. Servicing of inflatable LSA

Please refer to Marine Notice 06.

4.4.2. LSA fall wires

Please refer to BMA Information Bulletin No. 100.

4.4.3. Safety of lifeboats during abandon ship drills

The Master has discretion to modify or postpone drills that are required under SOLAS Chapter III. The justification for such an action is to be entered into the Official Logbook and the required drill is to be carried out at the earliest practical opportunity thereafter.

Please refer to BMA Information Bulletin No. 72.

4.4.4. Safety of lifeboat on-load release gear

Please refer to BMA Information Bulletin No. 184.

4.4.5. Simulated launch of free-fall lifeboats

The simulated launch of free-fall lifeboats is acceptable if the guidelines for simulated launching of free fall lifeboats contained in the appendix to IMO Circular MSC.1/Circ.1578 are followed, however, manufacturer's instructions take precedence over the generic procedure contained in that circular.

4.4.6. Fall Preventer Devices (FPDs)

Please refer to BMA Information Bulletin No.117.

4.4.7. Replacement of on-load release gear

4.4.7.1. General

All on-load release mechanisms required to comply with LSA Code 4.4.7.6, whether installed on a lifeboat or rescue boat, were required to be re-evaluated and dealt with in accordance with the guidelines laid out in the Annex to MSC.1/Circ.1392 before 01 July 2019.

Any remaining lifeboat or rescue boat on-load release mechanisms not complying with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the Code (e.g. on laid up ships) shall be replaced with equipment that complies with the Code. The Recognised Organisation shall advise the BMA of any such cases.

4.4.7.2. Use of corrosion resistant materials in the marine environment

The BMA interprets paragraph 21 of the Annex to MSC.1/Circ.1392 to mean that the hook fixed structural connections of the release mechanism and supporting structure which are not made of materials corrosion resistant in the marine environment and which are installed on the outside of the lifeboat should be replaced. In cases where it is proposed not to replace such fixed structural connections or supporting structure fitted on the outside of the lifeboat, a suitable application seeking the BMA's concurrence shall be submitted via the Recognised Organisation with full supporting information.

4.4.7.3. Use of replacement Release and Retrieval Systems (RRS) not manufactured by the original lifeboat manufacturer.

Paragraph 19 of the Annex to MSC.1/Circ.1392 places an emphasis on obtaining the agreement of the lifeboat manufacturer to any new RRS which is to be installed.

The BMA recognises that not all lifeboat manufacturers may be able to offer RRS compliant with the revised LSA code, or compliant with MSC.1/Circ.1392 after modification. It is further recognised that the ship owner may wish to opt for an RRS which is not manufactured by the original lifeboat manufacturer but considered by the owner to provide an increased level of safety to the original on-load release hooks, or the RRS product offered by the original lifeboat manufacturer.

The BMA will consider the acceptance of new RRS which are not manufactured by the original lifeboat manufacturer provided the following is undertaken:

i. It is demonstrated that the original lifeboat manufacturer is no longer in existence; or,
ii. At least three attempts have been made by the owner to obtain the agreement of the original lifeboat manufacturer to the installation of the proposed RRS.

If the original lifeboat manufacturer rejects the proposed replacement RRS for technical reasons, those technical reasons are to be assessed by the Recognised Organisation. Where the Recognised

Organisation assesses the stated technical reasons as not being valid, an application in accordance is to be made to the BMA seeking concurrence with the Recognised Organisation's findings and seeking agreement for the Recognised Organisation to conduct the review and approval of the RRS installation in accordance with the procedures in the annex to MSC.1/Circ.1392;

If no response is received from the original lifeboat manufacturer, or the lifeboat manufacturer objects for commercial reasons, the review and approval of the RRS installation may be carried out by the Recognised Organisation in accordance with the procedures in the annex to MSC.1/Circ.1392.

4.4.7.4. 5-Knot installation tests after replacement of on-load release gear

Section 24 of MSC.1/Circ.1392 states that post-installation testing should be carried out by either the manufacturer or one of its representatives. Part of the post-installation tests for cargo ships of 20,000 gross tonnage and over is the 5-knot installation test, which is to be carried out in accordance with Part 2, paragraph 5.4 of IMO Resolution MSC.81(70) *Revised recommendations on testing of life-saving appliances*.

The BMA appreciates that there are safety concerns relating to the launching of lifeboats whilst the ship is underway at 5 knots. Noting these safety concerns, the BMA will consider equivalent means of conducting the 5-knot installation test in a more controlled environment with the ship stationary whilst alongside or at anchor. Equivalent means may include the use of the wash from a vessel positioned forward of the launching position to create a 5-knot current or the use of a 5-knot current from a river or tidal flow. The agreement of the BMA to any proposed equivalent method is to be sought, prior to conducting the 5-knot test.

Although responsibility for conducting the testing lies with the RRS manufacturer or their representative, where ship's crew are requested by the manufacturer or their representative to assist in the 5-knot test, or agreed equivalent test, the Company is to ensure that suitable safety provisions are in place and that a thorough risk assessment is conducted prior to conducting the test. The following, although not a definitive or exhaustive list, should be taken into consideration by the Company as part of their risk assessment:

- The means by which the objectives of the 5-knot test is to be achieved (e.g. a 5-knot test conducted in accordance with Part 2, paragraph 5.4 of MSC.81(70) or an alternative equivalent means of testing without the need for the ship to move ahead at 5 knots);
- Training and familiarisation of the lifeboat crew in the operation of the new RRS, including practical launching of the lifeboat with the vessel stationary alongside prior to the 5-knot test or agreed equivalent test;
- Adequate provision of Life Saving Appliances and Personal Protective Equipment for all personnel involved in the testing;
- Correct use of the lifeboat painters during testing;
- Provision of an adequately equipped and crewed rescue craft in the water during the testing, to retrieve persons from the water if required;
- Identify the person in charge of the test and identify roles and responsibilities of all personnel involved in the testing;
- Means of communication between the boat crew, person in charge, ship, tugboat (if applicable) & rescue craft;
- Where the 5-knot test is conducted with the ship moving ahead at 5 knots, the ships propeller(s) shall be stopped once the vessel is moving forward at 5 knots;
- The lifeboat not being released until it is fully waterborne.

The BMA does not apply a “sister ship” approach when dealing with the 5-knot installation test or agreed equivalent test required after the replacement of hooks.

4.4.8. Equivalent arrangement of lifesaving appliances

The Bahamas has submitted the following arrangement to IMO (Refer to IMO circular SLS.14/Circ.22):

Cargo vessels of 500 gross tonnage and over, but less than 1,600 gross tonnage, except tankers, may be equipped as follows:

i. On one side of the ship, a motor lifeboat complying with the standards required for rescue boats, which shall be fitted under an approved launching device. Such motor lifeboat shall be available for immediate use at all times during any voyage. In addition, if the motor lifeboat is not of such capacity to accommodate all on board, one or more life rafts of sufficient aggregate capacity (in

conjunction with the capacity of the motor lifeboat) to accommodate the total number of persons on board;

ii. On the other side of the ship, one or more lifeboats or inflatable life rafts of sufficient aggregate capacity to accommodate the total number of persons on board. If a lifeboat is fitted, it shall be fitted under an appropriate launching device;

iii. In ships where the distance from the embarkation deck to the water in the lightest sea-going condition exceeds 15 feet (4.5 meters) the life rafts required above are to be of the davit launched type and at least one launching device is to be provided on each side of the ship for every two life rafts. The launching device should be capable of lowering the life raft when fully loaded with its full complement of persons and equipment;

iv. In addition to any life rafts required by a. and b. above, further life raft(s) of sufficient aggregate capacity to accommodate at least the total number of persons on board. Life raft(s) shall be stowed as to be able to float free;

NOTE: Each life raft required by Sections i., ii., and iv. above, shall be of approximately the same capacity.

Ships which have arrangements in accordance with the provisions of SLS.14/Circ.22 shall if applicable, comply with the requirement to be fitted with a rescue boat.

The provisions of SLS.14/Circ.22 shall not apply to any ship constructed on or after 01 July 1986.

4.4.9. Testing of Lifeboats at new construction initial surveys

The sister ship rule may be applied to the 5-knot launch test required by Para. 5.4 of Part 2 of Resolution MSC.81(70), whereby the test is only necessary for the first vessel of a contracted series of ships with identical arrangements and where the geometry of the lifeboat launching arrangement is also verified as being identical to the first vessel which has been satisfactorily tested.

4.4.10. Immersion Suits on Cargo Ships

Please refer to BMA Information Bulletin No.76.

4.4.11. Exemption from the carriage of lifeboat food rations and fishing tackle

All vessels operating within 200 miles from shore may be exempted from the carriage of lifeboat rations and fishing tackle under the provisions of LSA Code 4.4.8.32. Applications for exemption are to be submitted by the Recognised Organisation.

Applications relating to offshore units operating outside the 200-mile limit and those undertaking positioning and delivery voyages which take them beyond the 200-mile limit shall be referred to the BMA for consideration on a case by case basis.

4.4.12. Use of knotted ropes as a means of embarkation to remotely located liferafts

SOLAS Regulation III/11.7 allows for "*other means of embarkation enabling descent to the water in a controlled manner*" for liferafts required by SOLAS Chapter III Regulation 31.1.4.

The BMA considers that "other means of embarkation" refers to systems such as descent units, escape chutes, rope ladders etc. Knotted ropes are not acceptable for this purpose.

4.4.13. Carrying capacity of liferafts – average mass of occupants 82.5kg

In accordance with Chapter IV of the LSA Code, from 01 January 2012 all inflatable and rigid liferafts should be constructed using the assumption that the average mass of occupants is 82.5kg, increased from 75kg.

All ships constructed (having their keel laid) on or after 01 January 2012 should carry liferafts approved on the basis of an average person mass of occupants of 82.5kg. The safe working load (SWL) of any davits used for launching these liferafts should be adequate for their fully laden weight.

All ships constructed before 01 January 2012 may continue to use liferafts approved on the basis of an average person mass of occupants of 75kg. It is acceptable for "75kg liferafts" on these vessels to be exchanged at service intervals with "82.5kg liferafts" and vice versa at a subsequent service. It is also acceptable for these vessels to have both 75kg and 82.5kg liferafts on board at the same time.

On passenger ships constructed before 01 January 2012, IMO circular MSC.1/Circ.1347 permits the determination of the required SWL of a liferaft launching appliance to continue to be based on an assumed occupant mass of 75kg, even though the liferaft has been tested to a higher weight standard. The installation and periodic lowering test should also continue to be based on an assumed occupant mass of 75kg.

On cargo ships constructed before 01 January 2012, any liferaft launching appliance should be based on the occupant number and mass stated on the liferafts it will handle (i.e. 75kg or 82.5kg, as applicable). If the SWL of the launching appliance will be exceeded through the liferaft having been approved to a higher weight standard then it will be necessary for the davit to be reapproved, modified or replaced to achieve the required SWL.

4.4.14. Stored mechanical power for rescue boat davits.

The Bahamas has submitted the following equivalent arrangement to IMO (Refer to IMO circular SLS.14/Circ.467).

On ships fitted with a six-person rescue boat that is NOT one of the ships survival craft and has a weight of 500Kg or less in fully equipped condition, with engine but without crew, the rescue boat davit need not be fitted with stored mechanical power required by Chapter VI, Paragraph 6.1.1.3 of the LSA Code. However, slewing of the davit must be achievable by one person against an adverse list of 20 degrees and trim of 10 degrees. All other aspects of the davit shall comply with paragraphs 6.1.1 and 6.1.2 of the LSA code.

4.4.15. Weight Increase of lifeboats and rescue boats from Water Ingress.

Where it is suspected that the weight of a lifeboat or rescue boat has increased over its design weight due to water ingress, it is recommended that the guidance contained within the United Kingdom Maritime and Coastguard Agency (UK MCA) MGN 464 (M+F) be followed for weighing and calculating the weight increase.

If a lifeboat or rescue boat weight exceeds its design weight, the Recognised Organisation is to inform the BMA. The submission to the BMA shall include details of the boat's design weight, the actual weight recorded and the Recognised Organisation's recommendations for dealing with the affected boat.

4.4.16. Enclosed space entry and rescue drills

Regulation 19 of SOLAS Chapter III requires that "*crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months*".

Regulation 6 of the Merchant Shipping (Entry into Dangerous Spaces) Regulations 1988, as amended, requires the master of (i) any tanker or gas carrier of 500 tons and over and (ii) any other ship of 1000 tons and over to "*ensure that drills simulating the rescue of a crew member from a dangerous space are held at intervals not exceeding two months, and that a record of such drills is entered in the Official Log Book*".

For the avoidance of doubt, in order to meet the requirements of both SOLAS III/19 and Regulation 6 of the Merchant Shipping (Entry into Dangerous Spaces) Regulations, crew members with enclosed space entry or rescue responsibilities shall take part in an enclosed space entry and rescue drill, simulating the rescue of a crew member from a dangerous space on board the ship, at intervals not exceeding two months and such drills are to be recorded in the Official Log Book.

4.4.17. Temporary reduction in provision of survival craft on passenger ships

Where it is necessary to temporarily reduce the provision of survival craft on passenger ships, e.g. owing to technical faults with the survival craft, the maximum allowable number of persons on board (PoB) must be re-assessed by the Recognised Organisation to ensure that the number of PoB is not greater than the maximum PoB allowed under SOLAS for the reduced survival craft provision. Where necessary the actual PoB must be reduced to meet SOLAS requirements.

The Recognised Organisation's re-assessment of PoB, and appropriate recommendations, must be included in their request to the BMA for short-term Passenger Ship Safety Certification.

4.4.18. Kapok lifejackets

Kapok filled lifejackets have not been manufactured since the 1980s and are unlikely to be present on most Bahamian ships, however there may be some still in use on domestic vessels and private yachts.

If a ship is fitted with kapok filled lifejackets, they are to be replaced with new lifejackets that meet the current standards as soon as possible, but not later than the first annual safety survey on or after 01 December 2020. Kapok filled lifejackets shall be destroyed after removal from the ship.

4.5. Chapter IV: Radio communications

4.5.1. Safety Radio Form R / GMDSS General Operators Certificate

There is some cross-over between STCW and ITU requirements for the minimum number of radio operators required to be on board. To avoid any misinterpretation, the minimum number of radio operators on the Safety Radio Certificate Form R is to be entered as “To comply with the Minimum Safe Manning Document”.

4.5.2. Identification Number on 406 MHz EPIRB

406 MHz EPIRBs are to be programmed only with the MMSI number.

If the identification is not the MMSI issued by the BMA, the present identification number shall be advised to the Registrar at the BMA office where the ship is registered and the owner shall be advised that the EPIRB is to be reprogrammed with the correct MMSI number. A short-term certificate may be issued, denoting the outstanding deficiency, and limiting the validity of the short-term certificate to the next port of call where the required equipment is available. In no case shall the short-term certificate exceed two months. If the reprogramming cannot be carried out within that time, the existing EPIRB shall be replaced with one that is correctly programmed.

The MMSI number and call sign issued to all vessels are indicated on the Certificate of Registry. The office of ship registry is denoted on the Certificate of Registry by the prefix to the year of registry: L is London, N is Nassau, NY is New York, HK is Hong Kong, P is Piraeus, T is Tokyo.

4.5.3. Aeronautical VHF equipment on board passenger ships

SOLAS IV/7.2 requires an aeronautical VHF to be carried on board all passenger ships. The aeronautical VHF should be type approved in accordance with IMO Resolution MSC.80(70).

Where it can be effectively demonstrated the ship is unable to be supplied with a type approved aeronautical VHF a general exemption from formal type approval of the aeronautical VHF may be requested via the Recognised Organisation.

4.5.4. HF Radiocommunication equipment and Narrow Band Direct Printing (NBDP)

As indicated in paragraph 7 of MSC.1/Circ.1460/Rev.1, to ensure GMDSS communication capability, HF radiocommunication equipment which forms a part of a GMDSS installation and is capable of operating narrow-band direct printing (NBDP) should be updated so that, following the first radio survey after 1 January 2024, it meets the channelling arrangements reflected in sections II and III of part B in appendix 17 of the Radio Regulations.

4.6. Chapter V: Safety of Navigation

4.6.1. Minimum Safe Manning

Ships shall comply at all times with the requirements of the Minimum Safe Manning Document, issued by the BMA. This document is also to be referenced in Form R of the Safety Radio Certificate. (See also separate entries under SOLAS IV, SOLAS IX and STCW).

The BMA has issued guidance on manning and qualifications. Please refer to BMA Information Bulletin Nos. 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137, 138 and 153 and Marine Notice 31.

Any applications for exemptions or dispensations from the required manning shall be directed to the BMA in accordance with BMA Information Bulletin No. 115. During 'lay-up' period, the safe manning document does not apply; details are as per BMA Information Bulletin 122.

4.6.2. Official Language

The official language of The Bahamas is English, and it is therefore necessary for a correctly revised English version of all plans, record books, lists and other relevant documents to be available on board. (See also separate entry under SOLAS Chapter IX).

4.6.3. Working Language

As per SOLAS V/14, the working language of the ship shall be established by the Company, or the master, as appropriate, and recorded in the Official Logbook.

Each seafarer shall be required to understand and, where appropriate, give orders and instructions and to report back in that language.

4.6.4. Bridge visibility

Ships constructed prior to 01 July 1998 which undergo repairs, alterations, and modifications of a major character (according to the criteria in IMO Circular MSC/Circ.1246), shall comply to the maximum extent practicable with the requirements of SOLAS Chapter V requirements. Any areas of non-compliance shall be brought to the attention of the BMA by the Recognised Organisation.

4.6.5. Bridge height of eye requirement

Current SOLAS requirement is for bridge height of eye to be 1800mm. There is a provision under SOLAS to reduce the height of eye to 1600mm.

In view of the possibility of crews changing and available statistics showing a distinct trend for all nationalities becoming taller, newly constructed vessels shall comply fully with SOLAS Chapter V requirements and there is generally no allowable reduction in height of eye from the 1800mm standard.

Exceptions will be considered by the BMA on a case by case basis for special type ships with unique construction features and ships which have been constructed to the standards of another SOLAS contracting State.

4.6.6. Steering gear testing and drills

For ships regularly engaged on voyages of short duration, the requirement to carry out the checks and tests of the steering gear specified in SOLAS V/26.1 & 26.2 may be waived, as per the provisions of SOLAS V/26.5, provided that those checks and tests are carried out at least weekly. Applications for such a waiver shall be submitted to the BMA by the Recognised Organisation.

4.6.7. Radar carriage

As per SOLAS V/2.7.1, an Administration may allow the fitting of two 3cm/9 GHz/"X-band" radars.

The Bahamas does not ordinarily allow the fitting of two similar radars for the reason that the 10cm/3 GHz/"S-band" and 3cm/9 GHz/"X-band" radars are able to supply more comprehensive data under a variety of conditions.

Any applications to fit two 3cm/9 GHz/"X-band" radars are to be made by the Company via the Recognised Organisation in accordance with BMA Information Bulletin No.8. It should be noted that, as a matter of policy, the BMA does NOT consider commercial or financial convenience a valid reason to replace an existing 10cm/3 GHz/"S-band" radar with a 3cm/9 GHz/"X-band" radar.

4.6.8. Long Range Identification and Tracking (LRIT)

The BMA has issued guidance and instructions. Please refer to BMA Information Bulletin No. 111.

4.6.9. Bridge Navigational Watch Alarm System (BNWAS)

4.6.9.1. BNWAS fitted prior to 01 July 2011

BNWAS equipment installed prior to 1 July 2011, and for which conformance with MSC.128(75) *Performance standards for a bridge navigational watch alarm (BNWAS)* cannot be documented, can be accepted as fulfilling the intention of SOLAS V/19.2.2.4 when the system is provided with the following functionalities:

i. The system can be manually switched ON and OFF, and the ON/OFF selection facilities are protected by key switch, password protection or other means, or by location in the Master's cabin.
ii. The system remains dormant for a period of between 3 and 12 minutes when switched on.
iii. A visual indication and an audible alarm are given in the wheelhouse at the end of the dormant period. For the first 15 seconds a visual indication may be given only.
iv. The alarm is transferred to the back-up officer's and/or Master's cabin if not reset in the wheelhouse within 30 seconds.
v. The alarm is sounded in public spaces (e.g. mess room, ship's office, conference room or similar) if not reset within 30 to 90 seconds from the first visual indication in wheelhouse (the period may be extended to 3 minutes for larger vessels). This alarm may be combined with the alarm described in item iv above.

vi. An alarm reset function is provided in the wheelhouse, e.g. push button(s), motion detectors conforming to standards laid down by the IMO, or other positive means in position(s) providing a proper look out.

Requests for acceptance of such arrangements are to be made via the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

4.6.9.2. Exemption from the carriage of BNWAS

The BMA will consider exemptions from BNWAS for certain ship types operating in the offshore sector and to offshore vessels that are being towed to and from working areas. Exemptions from the carriage of BNWAS will be granted only where suitable arrangements have been made for watch keeping, with the procedures detailed in the safety management system.

Applications for exemption are to be made via the Recognised Organisation in accordance with BMA Information Bulletin No.8. All relevant documentation and procedures must be provided with the application.

4.6.9.3. Interfacing of BNWAS with Voyage Data Recorders/Simplified Voyage Data Recorders (VDR/S-VDR)

Section 5.4 of IMO Resolution A.861(20) *Performance standards for shipborne voyage data recorder (VDRs)* identifies items to be recorded on a VDR. Paragraph 5.4.9, Main alarms, states: "*This should include the status of all mandatory alarms on the bridge*". The BMA considers the BNWAS to be a mandatory alarm on the bridge; therefore, the status of the BNWAS is to be recorded by the VDR.

New ships are expected to have a connection between VDR and BNWAS. Where a BNWAS is being installed on an existing ship fitted with a VDR and it is not possible to connect the VDR and BNWAS, the Recognised Organisation shall make a suitable recommendation to the BMA for exemption in accordance with BMA Information Bulletin No.8.

For existing ships fitted with an S-VDR the BNWAS need only be connected to the S-VDR where it is possible to do so, as per the international digital interface standards identified in paragraph 5.4.9 of Resolution MSC.163(78) *Performance standards for shipborne simplified voyage data recorders (S-VDRs)*.

4.6.10. Performance Standards for Voyage Data Recorders (VDRs)

For the application of IMO Resolution MSC.333(90) *Revised performance standards for shipborne voyage data recorders (VDRs)*, the interpretation of the phrase "*installed on or after 1 July 2014*" shall be in accordance with IACS Unified Interpretation SC 261.

4.6.11. Adjustment of magnetic compasses

SOLAS V/19.2.1 requires all ships to have "*...a properly adjusted magnetic compass, or other means, independent of any power supply to determine the ship's heading and display the reading at the main steering position*" and "*...means of correcting heading and bearings to true at all times*".

SOLAS does not specify a time interval for compass adjustment however the following is a guide to ensuring that the magnetic compass remains "properly adjusted."

i. If the deviation is checked regularly, a deviation logbook is kept and the deviations remain steady, there is no requirement to undertake an annual adjustment.

ii. Any ship shall have a workable deviation card for the main magnetic compass or standard compass binnacle position and for any separate 'steering compass' binnacle. The deviation card will be obtained after building and thereafter the deviations on that card must be frequently verified, based upon 'professional standards'. Verification should take place at least daily, weather permitting, by taking 'compass errors' and recording these in the 'Compass Error Book', or similar. Providing that the deviations obtained from these 'error calculations' are within an acceptable tolerance of the deviation card, that is considered to be satisfactory proof of maintenance of the magnetic compass deviations. There is no reason for a compass to be adjusted if the regular pattern of recorded compass errors is compatible with the deviation card.

iii. The circumstances under which a compass may require adjustment include:

- Calculated deviations falling outside the 'acceptable tolerance' (note that some Administrations use a figure of +/- 5°);
- Major structural works on the existing vessel that can change the ship's magnetic signature;
- Conversion of the vessel from one use to another or lengthening;
- Installation of new machinery - major machinery anywhere on the vessel; smaller machinery closer to the compass(es);

- Installation or exchanging electrical equipment in the area of the compass(es). Note must be taken, when installing or exchanging electrical equipment of the recommended distance of that installation from the magnetic compasses. It must be remembered and considered that such distances are the minimum distance between these units, but that electrical equipment can have a minor effect at greater distances than those minima;
- Installation or exchanging of radio transmitting equipment;
- Extended dry docking;
- The Deviation Card on container ships can be different depending upon the quantity and height of the deck load. Solutions to this can include two of three Deviation Cards to cover the various cargo loads;
- Specialist heavy lift vessels also require particular attention when carrying large metallic (ferrous) loads such as container gantries, oil rigs, etc.

Port/Coastal State requirements should also be taken into account.

4.6.12. Carriage of gyro compasses in lieu of magnetic compass on certain ship types

The Bahamas has submitted the following arrangement to IMO (Refer to IMO circular SLS.14/Circ.412):

All ships flying the flag of The Bahamas may, instead of complying with the requirements of SOLAS V/19.2.1.1 and V/19.2.2.1 to carry a magnetic compass, comply with the following equivalent arrangement:

i. The ship shall be fitted with at least two gyro compasses determining the ships heading and display this heading, being readable by the helmsman at the main steering position;
ii. At least two of the gyro compasses shall have separate power supplies, which shall be connected to the main and emergency sources of power;
iii. At least two of the gyro compasses shall have an independent uninterruptable power supply with at least 30 minutes usable power.

One of the above-mentioned gyro compasses is also deemed to be suitable to meet the provisions of SOLAS V/19.2.5.1 for a gyro-compass to be carried on vessels of 500 gross tonnage and above, providing that it also meets the provisions of SOLAS V/19.2.3.2, V/19.2.4 and V/19.2.5.5.

4.6.13. Performance Standards for Bridge Alert Management

Recognising that bridge alarms can be a source of distraction to the bridge team, particularly during an incident, the BMA encourages the use of MSC.302(87) *Performance standards for bridge alert management* on all ships constructed on or after 01 July 2014.

4.6.14. Pilot Transfer Arrangements

Pilot transfer arrangements shall generally be in accordance with SOLAS V/23 and IMO Resolution A.1045(27) *Pilot transfer arrangements*, as amended by A.1108(29).

Responsibility for safe practices for personnel transfers rests with each person involved in the activity including the vessel's owners, operators, master and crew, pilotage providers, pilots and pilot boat crew, as well as the person(s) being transferred. All parties should observe both the spirit and intent of the regulations, to ensure safety is not compromised.

Where a marine pilot suspects that the pilot transfer arrangement provided is unsafe, they may refuse to use the arrangement until it is made safe by the master and crew and may report the ship to PSC authorities for inspection.

The BMA notes MSC.1/Circ.1495/Rev.1 *Unified Interpretations of SOLAS regulation V/23.3.3 on pilot transfer arrangements* and does not require the installation of an accommodation ladder in cases where a 15 degree adverse list at lightest draught takes the height of climb to over 9 metres.

4.7. Chapter VI: Carriage of Cargoes

4.7.1. Prohibition on Physical Blending of Bulk Liquid Cargoes at Sea

As per Regulation SOLAS VI/5-2, the physical blending of bulk liquid cargoes during sea voyages is prohibited. Physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes with the intent to achieve a cargo with a new product designation.

This prohibition does not preclude the master from undertaking cargo transfers for the safety of the ship or protection of the marine environment and does not apply to the blending of products for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.

4.8. Chapter VII: Carriage of Dangerous Goods

4.8.1. General

Ships that comply with SOLAS II-2/19 are suitably equipped to carry dangerous goods (the footnote to SOLAS VII/7-1 refers). The carriage of dangerous goods in bulk shall be in compliance with the carriage requirements of SOLAS VII/7-5, i.e. the carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1.1.

Where a cargo is also identified as a substance in the IMDG Code, it shall only be considered in the appropriate context (i.e. bulk cargo or packaged goods). IMDG Code requirements cannot be applied simultaneously with IMSBC Code requirements, unless as expressed by IMO guidance.

4.8.2. Carriage of Radioactive Substances

In general, radioactive substances shall not be carried on board Bahamian ships.

Exceptions may be made for IMDG Code class 7 radioactive materials in packaged form used in medical and public health applications. Exceptions may also be made where the radioactive substance is of a grade and quantity suitable for other civil use, such as non-destructive testing. Recognised Organisations should be guided by IMO Assembly Resolution A.984 (24).

The carriage of Class 7 radioactive materials in bulk is not permitted on Bahamian ships.

4.9. Chapter VIII: Nuclear Ships

The BMA currently has no special or additional instructions.

4.10. Chapter IX: Management for the Safe Operation of Ships

4.10.1. Application of ISM Code

Please refer to Marine Notice 46.

4.10.2. First issue of an ISM Document of Compliance (DOC)

Recognised Organisations shall advise the BMA of any request for an interim audit in connection with the first issuance of a Bahamas DOC, before commencing the audit. The BMA will assess the suitability of the applicant prior to authorising the Recognised Organisation to carry out the interim DOC audit.

4.10.3. Language to be used in the Safety Management System

The language used is to be the working language of the Company and ship's crew, in accordance with ISM Code Section 6.6. However, the official language on Bahamian flagged ships is English and it is therefore necessary for a correctly revised English version of the SMS to be available on board and ashore for third party inspection and audit at all times.

4.10.4. Safety of lifeboats during abandon ship drills

Failure to carry out any of the following is to be considered a non-conformity and as an "operational failure":

- the maintenance and recording activities required by SOLAS;
- abandon ship drills, without a suitable explanation entered into the Official Logbook; or
- the required drills within the scope of any exemption allowable by SOLAS Chapter III requirements and BMA Information Bulletin No. 72.

Please refer to BMA Information Bulletin No. 72.

4.10.5. Safe manning levels

All vessels shall comply with the requirements of the Minimum Safe Manning Document when in service. Failure to do so is considered a breach of Section 67 of the Merchant Shipping Act and a major non-conformity under section 6 of the ISM Code. In such cases, the BMA shall be advised immediately.

Recognised Organisations are to verify that:

- Shipboard familiarisation has been undertaken;
- All persons have medical certificates and appropriate documentary evidence of training;
- All persons who have been assigned emergency duties are accounted for on the Muster List;
- All survival craft are manned by duly qualified persons;
- The ship is being safely operated in accordance with STCW and MLC 2006 requirements. This can be achieved by examining entries in the ships' logbooks and record of hours of work or rest and taking interviews. The guidance given in STCW Code Section B-VIII is to be taken into account.

Please refer to BMA Information Bulletin Nos. 86, 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137 & 138. See also BMA Technical Alert No. 14-08.

4.10.6. Flag State File

A Flag State file shall be maintained on board every Bahamian ship in either hard copy or electronically. The Flag State file is to incorporate current revisions of the Bahamas National Requirements and relevant BMA Information Bulletins, Marine Notices, Information Notices, etc. The carriage of the Flag State file is to be verified during SMC audits and Bahamas annual inspections.

4.10.7. Bahamas Annual Safety Inspection

At SMC audits, Recognised Organisations shall confirm that the Bahamas annual safety inspection is within due date and a valid Certificate of Inspection is displayed in a prominent position. Follow up actions necessary to rectify any deficiencies found at the last annual inspection should also be verified. Please refer to BMA Information Bulletin No.66.

4.10.8. IACS PR17 - Reporting by Surveyors of Deficiencies relating to Possible Safety Management System Failures

Copies of all IACS PR17 reports issued against a Bahamian ship are to be electronically copied to the BMA for review, when forwarded by the PR17 issuing Recognised Organisation to the ISM issuing body.

4.10.9. Audit reporting

Copies of DOC and SMC audit reports resulting in a major non-conformity shall be forwarded to the BMA by email, regardless of any subsequent downgrading or deletion. Major non-conformities arising from an audit are to be reported at the earliest opportunity but within three working days, regardless of any subsequent downgrading or deletion.

4.10.10. Change of ISM Manager

The Safety Management Certificate will be invalidated when:

- The responsibility for the ISM management of a ship is transferred to another company; or,
- The ISM certifying body is transferred to another Bahamas Recognised Organisation.

4.11. Chapter X: Safety Measures for High-speed Craft

4.11.1. General

Recognised Organisations are authorised to conduct surveys, review plans and issue certification in respect of the Code of Safety for Dynamically Supported Craft (DSC Code), the International Code of Safety for High Speed Craft, 1994 (the 1994 HSC Code) and the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code).

Please refer to sections 13 and 14.

4.12. Chapter XI-1: Measures to Enhance Maritime Safety

4.12.1. IMO Number

Please refer to BMA Information Bulletin No. 109.

4.12.2. Continuous Synopsis Record

Please refer to BMA Information Bulletin No. 57.

4.12.3. Atmosphere Testing Instruments

4.12.3.1. Carriage requirements

SOLAS Regulation XI-1/7 requires every ship to which Chapter I of SOLAS applies to carry an appropriate portable atmosphere testing instrument or instruments and for suitable means to be provided for the calibration of such instruments.

Regulation XI-1/7 should be read in conjunction with:

i. IMO Resolution A.1050(27), *Revised recommendations for entering enclosed spaces aboard ships*; and
ii. IMO Circular MSC.1/Circ.1477, *Guidelines to Facilitate the Selection of Portable Atmosphere Testing Instruments for Enclosed Spaces as Required by SOLAS Regulation XI-1/7*.

SOLAS XI-1/7 relates to the testing of the atmosphere ***before*** entry into enclosed spaces. The BMA recommends that each ship should also be provided with calibrated and tested multi-gas detectors suitable for measuring the level of oxygen, carbon monoxide and other gases as appropriate, ***during*** the entry, as per paragraph 8.2 and 9.3 of Resolution A.1050(27). These may be the same instrument(s) used prior to entry into the enclosed space (other than colorimetric tubes) or may be additional instruments.

4.12.3.2. Calibration

The BMA considers that "*suitable means of calibration*" referred to in Regulation XI-1/7 may include on board calibration using the instrument manufacturer's instructions (and calibration equipment if provided) or calibration ashore.

Where the instrument is calibrated ashore, the Company must ensure that an alternative atmosphere-testing instrument is available on the ship whilst the first instrument is ashore for calibration. A valid calibration certificate should accompany the "in use" instrument at all times.

Where recommended by the instrument manufacturer, span gas, containing the correct gas mix for the instrument(s) carried, should be carried on board for the purposes of "bump testing" of the instrument before use.

4.12.3.3. Colorimetric Tubes

Colorimetric gas detection tubes (commonly known by the brand names Dräger and Gastec) are available for the detection of various gasses, including those specified in MSC.1/Circ.1477. The BMA considers colorimetric tubes acceptable for the detection of one or more of the gasses specified in MSC.1/Circ.1477 prior to entry to a space, if the tubes are within their expiry dates and have been stored in accordance with manufacturer's instructions.

Colorimetric tubes should not be used during entry into enclosed spaces to monitor oxygen and carbon monoxide levels as per paragraphs 8.2 and 9.3 of Resolution A.1050(27).

4.13. Chapter XI-2: Measures to Enhance Maritime Security

Please refer to BMA Information Bulletin Nos. 70 and 119.

4.13.1. Change of Manager or Recognised Security Organisation

The International Ship Security Certificate will be invalidated when:

- The responsibility for the management of a ship is transferred to another company; or,
- The ISPS certifying body is transferred to another Bahamas Recognised Security Organisation.

4.13.2. Private contracted armed security personnel (PCASP)

Whilst not endorsing the use of PCASP, The Bahamas recognises the right and duty of a ship owner to protect the crew and the fact that armed response may be utilised on board Bahamian ships. Any decision to engage PCASP should follow due consideration of all of the risks and consultation with insurers.

Under Bahamian Law, it is possible for firearms to be carried on board. In order to ensure that such carriage is regulated, a firearms licence, issued by the Royal Bahamas Police Force (RBPF), is required. Firearms licences, when issued, are issued under limited circumstances and for specific purposes.

Please refer to Marine Notice 72

4.14. Chapter XII: Additional Safety Measures for Bulk Carriers

Bulk carriers constructed on or after 01 January 2016 shall fully comply with the requirements of SOLAS Chapter XII, unless otherwise agreed by the BMA.

IMO Resolution MSC.277(85) is not mandatory for ships flying The Bahamas flag, however, the BMA will consider applications to apply MSC.277(85) on a case by case basis.

4.15. Chapter XIII: Verification of Compliance

Chapter XIII refers to the IMO Member State Audit Scheme.

4.16. Chapter XIV: Safety Measures for Ships Operation in Polar Waters (The Polar Code)

4.16.1. General

Please refer to BMA Information Bulletin Nos.167 and 168.

4.16.2. Polar Water Operational Manual (PWOM)

A ship operating in Polar Waters shall carry on board a Polar Water Operational Manual (PWOM), which must provide sufficient information regarding the ship's operational capabilities and limitations in order to support the decision-making process of the Master and crew.

The PWOM is to be developed by the Company and shall follow the model format specified in Appendix II of the Polar Code, taking into account the associated guidance. The PWOM shall address the functional requirements specified in paragraph 2.2 of Part I-A of the Polar Code.

The PWOM is to be reviewed by the Recognised Organisation which classes the ship before the issue of a Polar Ship Certificate.

4.16.3. Issuance of Revised Certificates, Manuals and Record Books under MARPOL Annexes I, II & V

The guidance contained in MEPC.1/Circ.856 + Corr.1 is to be followed in respect of revision of certificates, manuals and record books under Annexes I, II & V of MARPOL.

5. INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS 1973 (MARPOL)

5.1. Annex I: Prevention of Pollution by Oil

5.1.1. FPSO / FSU

The Bahamas gives full effect to IMO Resolution MEPC.311(73) *2018 Guidelines for the application of MARPOL Annex I requirements to floating production, storage, and offloading facilities (FPSOs) and floating storage units (FSUs)*.

Please refer to Marine Notice 057.

5.1.2. Shipboard Oil Pollution Emergency Plan (SOPEP)

SOPEPs approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the SOPEP is to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

5.1.3. Oil Record Books

Please refer to Marine Notice 56.

5.1.4. Sludge Tank Discharge Piping

Regulation 12.2.2 applies to ships delivered on or after 01 January 2014, in accordance with MEPC.1/Circ.753/Rev.1.

5.1.5. Ship to Ship Transfer (STS) Operations Plan

Oil tankers of 150 gross tonnage and above, engaged in the transfer of oil cargo between oil tankers at sea (STS operations), shall carry an STS operations plan.

STS operations plans approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the STS operations plan is to

be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

5.1.6. Biofuel blends

5.1.6.1. Carriage

Biofuels and biofuel blends should be carried in accordance with MEPC.1/Circ.761/Rev.1, 2011 *Guidelines for the Carriage of Blends of Petroleum Oil and Biofuels*, as amended.

5.1.6.2. Oil Discharge Monitoring & Control Equipment (ODME)

Biofuel blends containing 75% or more of petroleum oil are subject to Annex I of MARPOL. When carrying such biofuel blends, Oil Discharge Monitoring & Control Equipment (ODME) shall comply with MARPOL I/31 and be approved for the mixture being transported.

ODME systems fitted on or after 01 January 2016 are to be approved under MEPC.108(49), as amended by MEPC.240(65).

In accordance with MEPC.1/Circ.858, oil tankers carrying biofuel blends on or after 01 January 2016, should have ODME equipment complying with MEPC.108(49), as amended by MEPC.240(65).

5.2. Annex II: Control of Pollution by Noxious Liquid Substances in Bulk

5.2.1. Carriage of Vegetable oil

Please refer to BMA Information Bulletin No. 90.

5.2.2. Dual Certificates of Fitness

The BMA allows the issue of dual certificates of fitness for Type 2 chemical tankers that also comply with the requirements for Type 3 vessels carrying vegetable oils. Dual certificates of fitness may be directly issued to a vessel by the Recognised Organisation; however, the BMA shall be notified of such cases.

When a ship is issued with dual certificates of fitness:

- For paper certificates, the unused certificates must be placed in a sealed envelope and kept in the custody of the Master (NOT in the current certificates file).
- For electronic certificates, both the active and inactive certificates shall be displayed on the Recognised Organisation's database and shall be capable of being verified. Preferably the system should highlight which certificate is active.

Where there is no change to the physical arrangements on board related to the certificate of fitness, the following procedures are to be in place:

- The process for changing the certificate of fitness is to be described in the Safety Management System;
- The Company is to inform the Recognised Organisation each time the certificate of fitness is changed;
- The ship must comply fully with all requirements appropriate for the ship type corresponding to the certificate of fitness;
- Only one certificate of fitness shall be in use at any time;
- The Master is to make an entry in the ship's Official Logbook on every occasion that the certificate of fitness is changed;
- The Recognised Organisation is to ensure that both certificates of fitness are endorsed at annual, intermediate and renewal surveys and check the cargo list against the certificate of fitness;
- Recognised Organisations are to ensure that the above procedures are in place when conducting ISM audits.

Where there is a change in physical arrangements on board related to the certificate of fitness, the above is to be verified at the change of certificates by a Recognised Organisation surveyor.

5.2.3. Shipboard Marine Pollution Emergency Plan (SMPEP)

SMPEPs approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the SMPEP is to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

5.2.4. Tank Stripping tests

Stripping tests required by MARPOL Annex II, Regulations 12.1, 12.2 & 12.3 are to be carried out at initial and renewal surveys for all ships to which these regulations apply. The minimum extent of testing is to be in accordance with paragraph 1.2.2 of Appendix V of MARPOL Annex II, provided at least one tank of each similar type is tested to the satisfaction of the attending Recognised Organisation surveyor.

In the application of Paragraph 1.2.2 of Appendix V of MARPOL Annex II, the BMA considers that a "similar tank" is a "similar tank" on the same ship, not a "similar tank" on a sister ship.

5.3. Annex III: Prevention of Pollution by Harmful Substances carried by Sea in Packaged Form

There are no survey or certification requirements for Annex III. The BMA has no special or additional instructions.

5.4. Annex IV: Prevention of Pollution by Sewage from Ships

5.4.1. General

Please refer to BMA Information Bulletin No.166

5.5. Annex V: Prevention of Pollution by Garbage from Ships

5.5.1. General

Annex V applies to all ships, including private yachts.

5.5.2. Survey & certification

There are no survey or certification requirements for Annex V.

5.5.3. Placards, garbage management plans & record keeping

Every ship of 12 metres or more in length overall and fixed or floating platforms shall display placards which notify the crew and passengers of the discharge requirements of Annex V. The placards shall be in the working language of the ship and, where English is not the working language, in English.

Every ship of 100 gross tonnage and above, every ship which is certified to carry 15 or more persons (including yachts) and fixed or floating platforms shall carry a garbage management plan which the crew shall follow. The garbage management plan shall be in the working language of the ship and, where English is not the working language, a copy shall be maintained in English.

A Garbage Record Book Part I shall be provided to every ship of 400 gross tonnage and above, every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform, to record the discharge of garbage.

A Garbage Record Book Part II shall also be provided to record discharge of cargo residues for ships that carry solid bulk cargoes.

Further information on Garbage Record Books is provided in BMA Information Bulletin No.169.

5.5.4. Discharge of boiler and/or economiser wash water

Paragraph 1.7.3 of MEPC.219(63) *Guidelines for the implementation of MARPOL Annex V* provides a non-exhaustive list of discharges considered essential to the operation of a ship. In the opinion of the BMA, the discharge of boiler/economiser wash down water (soot drains), where essential to the operation of the ship, should be treated in the same manner as the examples listed in para. 1.7.3 of MEPC.219(63) and should not be considered 'operational waste' as defined in MARPOL V/1.12. As such there should be no obligation to handle such discharges as "garbage".

Notwithstanding the above, it is the responsibility of the Company, to ensure that this interpretation is shared by individual port States, if applicable.

5.6. Annex VI: Prevention of Air Pollution from Ships

Please refer to BMA Information Bulletin No.75, BMA Information Bulletin No.183 & BMA Marine Notice 63.

6. CONVENTION ON THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA 1974 (COLREGS)

6.1. Rule 23

With reference to the requirement in rule 23(a)(ii) for a second masthead light for vessels over 50 metres in length, the BMA will consider requests for exemption from this requirement on a case by case basis.

All applications for exemption are to be submitted by the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

6.2. Rules 27 and 28

With reference to lights required to be displayed for rule 27 - "*Vessels not under command or restricted in their ability to manoeuvre*" and rule 28 - "*Vessels constrained by their draught*", permanent fixture is not required. However, there must be adequate means of hoisting the lights and there must be a ready source of electrical power available for them.

6.3. Part C and Annex I

Any modification of an existing vessel or any new vessel with novel arrangements which result in non-compliance with any of the requirements of Part C and Annex I of the COLREGs shall be assessed in accordance with BMA Information Bulletin No. 8. In reviewing any application, the Recognised Organisation shall ensure that effective operational measures have been introduced.

If an arrangement is accepted, the information shall be displayed in the navigating space so as to be readily available for the Officer in Charge of the Navigation Watch.

7. INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIP'S BALLAST WATER AND SEDIMENTS 2004 (BWM)

7.1. General

Please refer to BMA Information Bulletin No.165

7.2. Acceptance and approval of ballast water management systems

7.2.1. Approval of ballast water management systems under the BWMS Code

Ballast water management systems (BWMS) shall be type approved by a Bahamas Recognised Organisation, in accordance with MEPC.300(72) *Code for Approval of Ballast Water Management Systems (BWMS Code)*; such systems are accepted for use on Bahamian ships. All BWMS fitted on or after 28 October 2020 shall be approved under the BWMS Code.

7.2.2. Acceptance of ballast water treatment systems approved under the G8 guidelines

Ballast water treatment systems that have been approved by a Bahamas Recognised Organisation or another Administration before 13 October 2019, in accordance with MEPC.174(58) *Guidelines for Approval of Ballast Water Management Systems (G8)* may continue to be used. BWMS approved to MEPC.174(58) may be installed after 28 October 2020 provided it can be effectively demonstrated that the system components had been ordered and delivered to either the ship or the repair facility where the installation is to take place before 28 October 2020. The BMA will review such requests on a case-by-case basis subject to the support and recommendation of the Recognised Organisation.

Where installation of a BWMS approved to *MEPC.279(70) 2016 Guidelines for Approval of Ballast Water Management Systems (G8)* is proposed to take place after 28 October 2020 the BMA will review such requests on a case by case basis, subject to Recognised Organisation recommendation.

With reference to the provisions of Section 1.13 of the BWMS Code, the BMA expects makers of BWMS approved to MEPC.279(70) prior to 28 October 2020 to re-align the type-approval document to refer to

MEPC.300(72). Where such amended type approval is being issued a reference to the original approval based on MEPC.279(70) should be inserted.

7.2.3. Acceptance of ballast water treatment systems approved by other Administrations & IMO under the G9 guidelines

Ballast water treatment systems that have received final approval from another Administration and IMO, in accordance with MEPC.169(57) *Procedure for Approval of Ballast Water Management Systems that make use of Active Substances (G9)*, and are listed in Annex 2 of BWM.2/Circ.34, as amended, will be considered for acceptance on a case-by-case basis.

7.3. Ballast water treatment system alarms

The G8 guidelines and BWMS Code require "*…audible and visual alarm signals…in all stations from which ballast water operations are controlled*."

In order to minimise any impact on navigational safety as a result of alarms sounding on the bridge, the BMA accepts the following arrangements as meeting the intent of the G8 guidelines and BWMS Code:

- There is a visual and audible alarm in the engine control room;
- The engine control room is manned at all times during ballast operations;
- There is a visual alarm on the bridge.

8. INTERNATIONAL CONVENTION ON THE CONTROL OF HARMFUL ANTIFOULING SYSTEMS ON SHIPS (AFS CONVENTION)

8.1. General

The AFS Convention entered into force on 17 September 2008. Article 4(2) of the Convention allowed for the status quo for coatings for a period not exceeding 60 months following application.

8.2. MODUs and Offshore Units

Offshore units and MODUs constructed prior to 01 January 2003 which have not undergone a bottom survey in dry dock, do not need to comply with the AFS Convention until the first bottom survey in dry dock.

9. INTERNATIONAL CONVENTION ON LOAD LINES 1966 & 1988 PROTOCOL

9.1. General

Recognised Organisations are authorised to conduct surveys and inspections required by the International Convention on Load Lines, 1966 and 1988 protocol, on behalf of The Bahamas and to issue the relevant certificate. This includes authorisation to complete the stability review.

9.2. Multiple Load Line Certificates

Multiple load line certificates may be directly issued to a ship by the Recognised Organisation. However, the BMA shall be notified of such cases and advised of the vessel's highest deadweight tonnage.

When a ship is issued with multiple load line certificates:

- For paper certificates, the unused certificates must be placed in a sealed envelope and kept in the custody of the Master (NOT in the current certificates file).
- For electronic certificates, both the active and inactive certificates shall be displayed on the Recognised Organisation’s database and shall be capable of being verified. Preferably the system should highlight which certificate is active.

The following must be verified for issuance or change of Load Lines:

- The ship must comply fully with all statutory requirements appropriate for a ship of the maximum deadweight corresponding to the minimum freeboard assigned in the certificates issued;
- There must be no reduction in safety standards when sailing at an increased deadweight;
- Only one set of load line marks shall be on display at any time, and the other sets shall be obliterated by paint;
- The Master must ensure, with a Recognised Organisation surveyor in attendance, that the correct set of marks are displayed together with the corresponding load line certificate, that the other sets of marks are properly obliterated, and that the other load line certificates are in safekeeping and not on display. In the case of Recognised Organisation surveyor unavailability, the change of load line may be carried out on the Master’s instructions, provided that arrangements for verification at the next available port have been agreed with the Recognised Organisation;

- The Master is to make an entry in the ship's Official Logbook on every occasion that the load line marks are changed;
- The Recognised organisation is to ensure that all marks are verified, and all their corresponding load line certificates endorsed at each subsequent load line inspection.

10. INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS 1969

10.1. General

Recognised Organisations are authorised to conduct tonnage survey and certification. All ships are to be measured under the International Convention on Tonnage Measurement, 1969, as amended.

10.2. New buildings and conversions

For new build ships or existing Bahamian ships undergoing major conversion, the initial certificate of survey and tonnage certificate are to be issued prior to provisional registration or on completion of the conversion, unless otherwise agreed between the Registrar and the Recognised Organisation.

The initial International Tonnage Certificates must be forwarded to the BMA office where the ship is registered (London, Nassau, New York, Hong Kong, Piraeus, or Tokyo), without due delay. The office of ship registry is denoted on the Certificate of Registry by the prefix to the year of registry; L is London, N is Nassau, NY is New York, HK is Hong Kong, P is Piraeus, T is Tokyo.

If the office of ship registry is not known, the International Tonnage Certificate is to be forwarded to the nearest BMA office.

10.3. Change of flag

For existing ships changing flag to The Bahamas, the certificate of survey and tonnage certificate issued under the losing flag are to be provided before registration of the ship. The Bahamas Certificate of Survey and Tonnage certificate are to be issued at, or as soon as possible after, registration and subsequent change of flag, but in any case, no longer than three months after the change of flag as per the provisions of Article 10(3) of the Tonnage Convention.

10.4. Alterations resulting in changes to gross and/or net tonnage

In general, as per Regulation 5(1) of the International Convention on Tonnage Measurement of Ships (ITMC) 1969 and Regulation 11(1) of the Merchant Shipping (Tonnage) Regulations 1982, a new

International Tonnage Certificate shall be issued when alterations in the values of V, V_C, d, N_1 or N_2, as defined in Regulations 3 and 4 of ITMC1969, result also in an increase in the Net Tonnage.

If there is no increase of the Net tonnage, the existing certificate should be annotated with details of the new structure and the effect it has on the tonnage.

Where there is an increase in gross tonnage of less than 1% due to alterations or modifications for operational purposes (e.g. installation of ballast water treatment systems, exhaust gas cleaning systems, offshore project equipment etc.), a new certificate need not be issued unless specifically requested by the Owners. Where a new certificate is not requested, the existing Tonnage Certificate should be annotated with details of the alterations or modifications and the effect this has on the tonnage.

11. INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATHCKEEPING FOR SEAFARERS 1978 (STCW)

11.1. General

Please refer to BMA Information Bulletin Nos. 86, 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137, 138, 140, 144, 147, 151 and 153.

11.2. Training

If STCW training that requires approval is being carried out on board, the Recognised Organisation shall verify that a valid STCW approval document is on board.
Any familiarisation training should be incorporated in the SMS.

11.3. Approval of Training Providers

The BMA has granted approval to some Companies and training providers to undertake training and issue appropriate certificates under the authority of BMA as per STCW Conventions and SOLAS/HSC Codes.

Details of the Companies, Training Providers and the approvals granted are available on the BMA website (www.bahamasmaritime.com).

Please also refer to BMA Information Bulletin No. 86.

12. ILO CONVENTIONS

12.1. ILO Convention Ratifications

The Bahamas has ratified the following conventions, relevant to the Bahamas fleet:

- ILO Convention 7: Minimum age at sea
- ILO Convention 22: Seaman's articles of agreement
- ILO Convention 147: Merchant Shipping (Minimum Standards)
- ILO Maritime Labour Convention, 2006

12.2. Maritime Labour Convention, 2006 (MLC 2006)

12.2.1. General

The Maritime Labour Convention, 2006 (MLC 2006) applies to all ships, except where specified in BMA Marine Notice 31.

All ships under 500 gross tonnage must comply with the Convention but do not require certification. The BMA will authorise the issue of a Maritime Labour Certificate for ships to which the MLC 2006 does not apply, or ships under 500 gross tonnage, on a voluntary basis, upon application by the ship owner.

Please refer to BMA Information Bulletin Nos. 139, 140, 141, 142, 143, 144, 145, 146, 147 and 148 and Marine Notice 31.

12.2.2. Exemptions, equivalence, dispensations, and interpretations

All applications for exemption, equivalence, dispensations, etc. from MLC 2006 requirements, except as noted in paragraph 12.3.2 below, are to be made direct to the BMA by the ship owner, with relevant supporting information. Requests for interpretation of MLC 2006 are also to be addressed direct to the BMA.

12.2.3. Change of Owner, Manager or Certifying Body

The Maritime Labour Certificate will be invalidated when:

- The owner or company responsible for the management of a ship is transferred to another company; or,

- The Maritime Labour convention certifying body is transferred to another Bahamas Recognised Organisation.

In such circumstances the invalidated Maritime Labour Certificate is to be removed from the ship and returned to the issuing Recognised Organisation for disposal.

12.3. Crew Accommodation

12.3.1. Ships with keel laid before 20 August 2013

The Bahamas Merchant Shipping (Crew Accommodation) Regulations are intended to give effect to ILO Convention 133 standards, which are supplementary to ILO Convention 92. Therefore, accommodation on board Bahamian ships with a keel laying date before 20 August 2013 shall be surveyed for compliance with the Bahamas Merchant Shipping (Crew Accommodation) Regulations utilising the standards set out in ILO Convention 133.

The BMA will consider relaxations or exemptions from the provisions of the Merchant Shipping (Crew Accommodation) Regulations and/or ILO 133 requirements where appropriate. Some common examples are:

- Common mess room facilities;
- Deviation from required cabin arrangements;
- Toilet and shower facilities.

Any requests for exemptions are to be made via the Recognised Organisation as per BMA Information Bulletin No.8.

Any exemptions issued on behalf of The Bahamas shall contain the caveat that conditions not in accordance with Bahamas Merchant Shipping (Crew Accommodation) Regulations must be acceptable to the affected joining crew member(s) and the relevant seafarer's representative body or union.

12.3.2. Crew Accommodation – ships with keel laid on or after 20 August 2013

Accommodation on board Bahamian ships with a keel laying date on or after 20 August 2013 shall be surveyed for compliance with the Bahamas Merchant Shipping (Maritime Labour Convention)

Regulations utilising the standards set out in MLC 2006 and the guidance in BMA Information Bulletin No.139.

Any requests for exemptions related to the construction and equipment requirements of MLC, 2006 are to be made via the Recognised Organisation as per BMA Information Bulletin No.8.

12.4. Medical Stores

12.4.1. Carriage Requirements

Medical stores on board Bahamian ships should comply with the Merchant Shipping (Medical Stores) Regulations 1986, as amended. These are in line with the UK MCA scales contained in MSN 1768 (M+F). Alternatively, the World Health Organization (WHO) International Medical Guide for Ships, 3rd Edition may be used as an equivalent.

The quantity of stores required depends on voyage type and vessel type.

The medical locker shall be inspected at least once every 12 months, in accordance with Regulation 24(6) of the Merchant Shipping (Maritime Labour Convention) Regulations 2012. This inspection shall be recorded in the Official Logbook.

All medicines and stores are to be properly stowed and in date for the intended voyage.

Vessels that carry dangerous goods are to comply with the additional medical stores requirement contained within the IMDG Code.

12.4.2. Medical Oxygen Sets

Medical Oxygen cylinders should be sent ashore for refill/refreshment as per the manufacturer's instructions or the expiry date marked on individual cylinders.

Pressure regulators for medical oxygen require periodic servicing as per the manufacturer's instructions. Only suitably trained and qualified persons, experienced in the servicing of oxygen regulators, should undertake servicing of oxygen equipment. Contamination of oxygen systems with oil or grease may

result in an explosion and care must therefore be taken to ensure that all parts of the oxygen system are kept free of oil and grease.

Hydrostatic pressure testing of medical oxygen cylinders shall be undertaken at least once every 5 years, or on a more frequent basis if required by the manufacturer's instructions.

12.5. Fresh & Potable Water

12.5.1. Fresh & Potable Water Disinfection

Fresh and potable water is to be treated in accordance with the Bahamas Merchant Shipping (Crew Accommodation) Regulations, as amended. The guidance provided in the World Health Organisation (WHO) Guidelines for Drinking Water Quality should be taken into account.

12.5.2. Use of Plastic Pipework in Domestic Fresh Water Systems

The BMA accepts the use of plastic pipework in domestic freshwater systems that complies with the requirements of IMO Assembly Resolution A.753(18), as amended by MSC.313(88).

In consideration of the alternative acceptance of national standards in accordance with paragraph 4.4.2 of IACS UR P4, the BMA allows the application of national standards (e.g. ASTM D635) to determine the flame spread characteristics on plastic piping on board Bahamian ships.

12.6. Lifting Equipment

12.6.1. General Requirements for Lifting Equipment

The Bahamas Merchant Shipping (Hatches and Lifting Plant) Regulations give effect to the requirements of ILO Convention 152 for ship's lifting gear.

Annual inspections of lifting gear shall be carried out by a "competent person". The meaning of "competent person" for the purposes of the MS (Hatches and Lifting Plant) Regulations is "*a person over the age of 18 possessing the knowledge and experience required for the performance of thorough examinations and tests of ships' lifting plant*" (Regulation 2) and may include a suitably knowledgeable, trained and experienced senior member of the crew.

Training of the competent person may be carried out by qualified trainers from within or outside the Company. The Company is responsible for verifying the competence of the person or organisation carrying out inspections on lifting gear.

ILO Convention 152 is also applied by the BMA to offshore installations, including FPSO/FSU, in order to ensure that a satisfactory inspection and survey standard is applied. See separate entry in this document under MODU Code.

12.6.2. Personnel Lifts (Elevators)

The MS (Hatches & Lifting Plant) Regulations and ILO 152 do not apply to personnel lifts (elevators).

Lifts fitted on Bahamian ships should comply with ISO 8383:1985. The ASME Elevator Code A.17.1, and EN81-20:2020 may be accepted as an equivalent.

Required inspections are:

- routine inspection and test at intervals not exceeding six months;
- periodic inspections at one, three and five years;
- acceptance inspection at the commissioning of a new or altered elevator.

Inspections are to be carried out by a "competent person" and the Company is responsible, under the ISM Code, for ensuring that the person carrying out the inspections is competent. A "competent person" for the purposes of this section is defined in BMA Information Bulletin No. 89. The Company is responsible for providing the competent person with the necessary information to be able to complete the inspection safely.

Emergency instructions and signs are to be posted in order to ensure safe operation and use.

13. INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT (HSC CODE)

13.1. Survey & Certification

Recognised Organisations are authorised to conduct surveys, review plans and issue certification in respect of the International Code of Safety for High Speed Craft, 1994 (the 1994 HSC Code) and the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code).

Amendments to the HSC Codes are to be applied according to the original intended application, unless otherwise stated.

Where applicable, Recognised Organisations shall verify that the vessel complies with the conditions, including manning and qualification of the Officers and ratings, specified in the vessel's Permit to Operate.

13.2. Permits to Operate

High Speed Craft Permits to Operate are issued by the BMA. The Company shall apply direct to the BMA for a High-Speed Craft Permit to Operate using Form R107. Relevant supporting information should be included with the application.

13.3. HSC Type Rating Training

The BMA accepts training that has been carried out under the approval of a country recognised by The Bahamas (see BMA Information Bulletin No. 121). Alternatively, the company may apply for the Type Rating training to be approved by the BMA in accordance with BMA Information Bulletin No. 86.

14. CODE OF SAFETY FOR DYNAMICALLY SUPPORTED CRAFT (DSC CODE)

14.1. Survey & Certification

Recognised Organisations are authorised to conduct surveys, review plans and issue certification in respect of the Code of Safety for Dynamically Supported Craft (DSC Code).

Amendments to the DSC Code are to be applied according to the original intended application, unless otherwise stated.

Where applicable, Recognised Organisations shall verify that the vessel complies with the conditions, including manning and qualification of the Officers and ratings, specified in the vessel's Permit to Operate.

14.2. Permits to Operate

Dynamically Supported Craft Permits to Operate are issued by the BMA. The Company shall apply direct to the BMA for a Dynamically Supported Craft Permit to Operate using Form R107. Relevant supporting information should be included with the application.

14.3. DSC Type Rating Training

The BMA accepts training that has been carried out under the approval of a country recognised by The Bahamas (see BMA Information Bulletin No. 121). Alternatively, the company may apply for the shipboard training to be approved by the BMA in accordance with BMA Information Bulletin No. 86.

15. INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

15.1. General

The BMA has no special or additional instructions.

16. CARRIAGE OF LIQUEFIED GASES IN BULK (GC CODE & IGC CODE)

16.1. General

The BMA has no special or additional instructions.

17. INTERNATIONAL MARITIME SOLID BULK CARGOES CODE (IMSBC CODE)

17.1. Self-unloading (SUL) bulk carriers

Routine on board operational fire safety risk assessments shall be carried out by the ship's crew for cargo handling areas on self-unloading bulk carriers featuring internally installed conveyor systems within the ship's structure. Due consideration shall be given to fire prevention and the effective operation of fire detection systems, containment and suppression under all anticipated operating conditions and cargoes. The fire safety risk assessments shall be detailed in the ships Safety Management System (SMS) together with a recommended timing to provide regular assessments.

18. INTERNATIONAL CODE ON INTACT STABILITY (IS CODE)

18.1. General

The BMA currently has no alternate or additional requirements, or specific interpretations to the recommendations in Part B of the 2008 IS Code.

19. INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF GRAIN (GRAIN CODE)

19.1. General

The BMA has no special or additional instructions.

20. CODE OF SAFETY FOR DIVING SYSTEMS

20.1. General

Recognised Organisations are authorised to conduct surveys for the issue and maintenance of certification of diving systems installed on Bahamian ships.

The standards to be complied with in respect of statutory certification are those as contained in the applicable annexes to IMO Assembly Resolutions A.831(19) *Code of Safety for Diving Systems, 1995* and A.692(17) *Guidelines and Specifications for Hyperbaric Evacuation Systems*.

Further guidance is provided in BMA Information Bulletin No. 93.

20.2. Hyperbaric evacuation systems

20.2.1. Number

The BMA recommends that dive support vessels and dive systems are fitted with at least two hyperbaric evacuation systems, where practicable.

Where only a single hyperbaric evacuation system is fitted, the Company should:

- undertake a risk assessment for each diving project/work area and establish appropriate safeguards, taking into account relevant guidelines and matters such as availability of alternative means of rescue, proximity of other dive support ships or diving facilities, location/proximity of Life Support Package (LSP), any training requirements, etc.;
- ensure that ship specific contingency plans take into account the location of the single hyperbaric evacuation system when undertaking any operations whilst divers are in saturation, noting that incidents can occur during non-diving operations.

20.2.2. Drills and Launching

SOLAS III/19 requires lifeboats to be launched and manoeuvred in the water at least once every three months (with the exception of free-fall lifeboats, which have different requirements). Hyperbaric lifeboats and evacuation systems are not specifically referred to in SOLAS, however they are subject to the training and drills requirement specified in A.692(17), which does not state any time periods.

The BMA recommends that the training and drills requirement specified in Para.4 of A.692(17) is followed, i.e. that drills "*…should not normally be carried out while the chambers are pressurized, but should be carried out at each available opportunity*".

In cases where the hyperbaric evacuation system cannot be launched due to the dive system being pressurised, an entry should be made in the Official Logbook explaining why the drill could not be undertaken (as per Paras. 7.2 and 7.3 of BMA Information Bulletin No.72) and the launch should take place at the first available opportunity.

The BMA also recommends that the crew assigned to launching of the hyperbaric evacuation system "walk through" the procedures for launch at regular intervals, so that they are familiar with the operation of the launching system.

20.2.3. Safety Equipment Certificate

Hyperbaric lifeboats and hyperbaric evacuation systems that have been surveyed in accordance with A.692(17) by a Bahamas Recognised Organisation shall be recorded on the supplement to the Cargo Ship Safety Equipment Certificate (Form E) as providing the life-saving appliances and arrangements for divers in compression as follows:

Under section 2 of the Form E:

i. the "total number of persons for which life-saving appliances are provided" in box 1 shall be the total POB + divers in saturation: this may be listed as the total number or as "XXX + YY divers in saturation";
ii. The hyperbaric lifeboat(s) or hyperbaric evacuation system(s) shall be listed under box 2.6 "other lifeboats".

The Recognised Organisation that classes the ship should contact the BMA for instructions where the hyperbaric lifeboat(s) or hyperbaric evacuation system(s) have not been surveyed by a Bahamas Recognised Organisation.

21. GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OFFSHORE SUPPLY VESSELS AND THE OSV CODE

21.1. Guidelines for the design and construction of offshore supply vessels

Ships constructed (keel laid or similar stage of construction) on or after 01 June 2017 may comply with MSC.235(82) *Guidelines for the design and construction of offshore supply vessels, 2006* as an equivalent to the relevant requirements of SOLAS, in particular to the stability criteria of the IS Code, as amended.

Ships constructed (keel laid or similar stage of construction) on or after 19 May 1982 but before 01 June 2017 may comply with A.469(XII) *Guidelines for the design and construction of offshore supply vessels* as an equivalent to the relevant requirements of SOLAS.

21.2. Application of MSC.335(90) stability requirements

Ships with a keel laying date on or after 22 November 2012 should comply with the amendments to MSC.235(82) specified in MSC.335(90).

Where ships constructed on or after 22 November 2012 do not comply with MSC.335(90), the BMA will consider the actual arrangements on a case-by-case basis. Applications shall be made by the Recognised Organisation to the BMA with full details of the actual arrangements and where they differ from MSC.335(90).

21.3. OSV Code

The BMA recommends the application of A.863(20) *Code of safe practice for the supply of cargoes and persons by offshore supply vessels (OSV Code)* to offshore supply vessel operations.

22. CODE FOR THE TRANSPORT AND HANDLING OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS (OSV CHEMICAL CODE)

22.1. Application of the Code

Ships constructed (keel laid or similar stage of construction) on or after 01 January 2018 shall comply with A.1122(30) *Code for the Transport and Handling of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels* (OSV Chemical Code).

Ships constructed on or after 19 April 1990 but before 01 January 2018 shall comply with the OSV Chemical Code, other than the stability provisions of Chapter 2 of the Code, subject to the agreement of the BMA.

Ships constructed before 19 April 1990 and ships that do not fully comply with the OSV Chemical Code will be considered on a case by case basis by the BMA. Applications should be made by the Recognised Organisation to the BMA with full supporting information and details on the extent of compliance.

22.2. Temporary Equipment & Chemicals used for Subsea Operations

Whilst the previous instrument, A.673(16) *Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels*, as amended, only applied to the carriage of limited amounts of hazardous and noxious liquid substances in bulk (HNLS), the OSV Chemical Code applies to any amount of HNLS.

Where temporary equipment and chemicals are installed for subsea operations, the OSV Chemical Code shall be applied to the extent practicable, however a Certificate of Fitness is not required. The Company shall undertake a risk assessment for the specific operation concerned, which should address all identifiable hazards associated with the chemicals to be used. Chemicals shall only be discharged to sea in accordance with the requirements of the relevant coastal State - the Company is responsible for obtaining the necessary licences/permission.

The transport of chemicals for discharge to offshore installations falls within the provisions of the OSV Chemical Code and the Code should be applied in full for such operations.

22.3. Carriage of Oil (MARPOL Annex I Cargoes)

Regulation 1.5 of MARPOL Annex I defines an oil tanker as a "*ship constructed or adapted primarily to carry oil in bulk in its cargo spaces*".

In general, where the quantity of oil to be carried is more than 50% of deadweight, the vessel will be considered as an oil tanker and will be required to comply with the relevant requirements for oil tankers.

Applications for deviations from this requirement will be considered on a case by case basis and shall be made by the Recognised Organisation to the BMA with full supporting information.

22.4. Carriage of methanol in bulk

The carriage of methanol (methyl alcohol) in bulk is becoming common in the offshore oil and gas industry. Guidance for offshore carriage of methanol by sea is limited so the Oil Companies International Marine Forum (OCIMF) and Marine Safety Forum (MSF) have created a best practice document entitled *The carriage of methanol in bulk on offshore vessels*.

The BMA recommends that offshore vessels carrying methanol in bulk should take into account the OCIMF/MSF document.

23. CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS (SPS CODE)

23.1. General

The BMA has not formally adopted the Special Purpose Ship (SPS) Code but recognises the Code for voluntary application to special purpose ships. The BMA is aware that certain coastal States have adopted the Code and may require offshore ships/units operating in their waters to comply with the Code.

Upon Owner's request, Recognised Organisations may issue Special Purpose Ship Safety Certificates to ships that comply with the Code, on behalf of the BMA.

It should be noted that ships certified on or after 13 May 2008 should be to MSC.266(84) *Code of Safety for Special Purpose Ships, 2008* (2008 SPS Code). The BMA may approve the issue of certification under A.534(13) *Code of Safety for Special Purpose Ships* (1983 SPS Code) for ships constructed before 13 May 2008, however such certification may not be accepted by coastal States for ships certified after this date.

Any requests for exemption from the provisions of the SPS Code, or issue of certification under the 1983 SPS Code, shall be forwarded via the Recognised Organisation to the BMA.

23.2. Dual SPS Code and MODU Code Certification

Notwithstanding Paragraph 1.2.2 of the 2008 SPS Code and the preamble to the 2009 MODU Code, the BMA may allow the application of both codes to special purpose vessels at the specific request of the owner. Where there are conflicting standards between the requirements of the Codes, the higher standard shall be applied.

23.3. Use of freefall lifeboats

The BMA allows the use of freefall lifeboats on SPS Code ships in lieu of davit launched lifeboats, subject to the following:

- In addition to the freefall lifeboats, inflatable or rigid liferafts of such aggregate capacity as will accommodate 50% of the total number of persons on board on each side of the vessel; and

- Liferafts are to be distributed evenly, in at least two groups on each side of the vessel, taking into account the layout of the vessel; and
- Liferafts are not to be stowed in way of the freefall lifeboats.

Special arrangements for novel ship types will be considered on a case by case basis.

23.4. UK Offshore Operations (MGN 515(M))

23.4.1. General

The UK position on the SPS Code is provided in MGN 515(M) *Special Purpose Ships (SPS) Code - Application to Offshore Vessels* and ships operating within UK waters should comply with the MGN.

MGN 515(M) requires ships operating in the UK offshore sector with more than 12 special personnel and passengers in aggregate to comply with provisions of the SPS Code as follows:

(i) Ships constructed on or after 01 July 2014 should comply with the 2008 SPS Code;

(ii) Ships constructed between 01 July 2009 and 20 June 2014 inclusive, are expected to comply with the 2008 SPS Code, but if not fully compliant, may be accepted on the basis of an assessment in accordance with section 4 of the MGN; or

(iii) Ships constructed before 1 July 2009 should comply with the either 1983 or the 2008 SPS Code or follow one of the alternatives given in section 5 of the MGN.

23.4.2. Ships constructed on or after 01 July 2014

As per paragraph 3(a) of MGN 515(M), ships constructed (keel laid or similar stage of construction) on or after 01 July 2014 should comply with the 2008 SPS Code. The BMA expects that the UK MCA will not permit non-SPS ships in this category to operate in UK waters. Companies operating ships in this category which do not comply with the 2008 SPS Code should seek clarification from the MCA on which alternative standards may be acceptable.

23.4.3. Ships constructed between 01 July 2009 and 30 June 2014

As per paragraph 3(b) of MGN 515(M), ships constructed between 01 July 2009 and 30 June 2014 are expected by the MCA to comply with the 2008 SPS Code, but if not fully compliant, may be accepted on the basis of an assessment in accordance with section 4 of the MGN.

Paragraph 4 of the MGN states that ships not fully compliant with the SPS Code should have their extent of compliance assessed by the flag or an independent consultancy and may be issued with a Document or Statement of Compliance by or on behalf of their flag State. The options in section 5.2 of the MGN may be considered in assessing the extent of compliance and equivalent standards. For non-UK ships, such documents should be submitted to the MCA for consideration prior to operating from a UK port.

23.4.4. Ships constructed before 01 July 2009

As per paragraph 3(c) of MGN 515(M), ships constructed (keel laid or similar stage of construction) before 01 July 2009 are expected by the MCA to comply with either the 1983 or 2008 SPS Code, or follow one of the alternatives in paragraph 5 of the MGN.

Paragraph 5.1 of the MGN permits UK ships to continue in their operational roles established prior to 01 July 2009, under their current certification arrangements, without requiring the additional evaluations of paragraph 5.2. Similarly, Para. 8.3 states that non-UK ships constructed prior to 1 July 2009 continuing in their previous operational roles will be accepted under their existing Flag State certification, subject to their carrying a statement from the flag attesting to the type of operation that the vessel has been accepted to undertake.

Accordingly, the Company may request a "Statement of Agreement to Carry Out Offshore Operations" for applicable ships on application to the BMA Inspections & Surveys department (tech@bahamasmaritime.com) and payment of the appropriate fee.

It should be noted that ships constructed prior to 01 July 2009 cannot conduct walk to work operations based on existing cargo ship certification, therefore a flag state statement of agreement cannot be issued to such ships for walk to work operations (see section 9 of the MGN).

24. CODE FOR THE CONSTRUCTION AND EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS (MODU CODE)

24.1. Drilling Units

All drilling units shall be surveyed against the applicable parts of the 1979, 1989 or 2009 MODU Code, as applicable, unless otherwise agreed by the BMA (for example, where the coastal State requires compliance with SOLAS or national regulations).

Recognised Organisations are authorised to issue MODU Code Safety Certificates as required by the 1979, 1989 or 2009 Code, as applicable.

In addition to the MODU Certificate and where required by the coastal state, the Recognised Organisation may issue a Statement of Compliance with the Special Purpose Ship Code.

During survey and certification of MODU or any other offshore unit, any reference to SOLAS shall incorporate the most recent SOLAS requirements.

24.2. Non-drilling Units

24.2.1. Application of the MODU Code to non-drilling units

Drilling tenders and other offshore vessels such as pipe laying barges, accommodation units etc., are very similar in many respects to MODUs, therefore the applicable parts of the MODU Code may be applied to them. Consequently, upon satisfactory completion of design appraisals and initial surveys in accordance with the provisions of the MODU Code applicable to the unit (1979, 1989 or 2009 version), using an approach similar to that applied to MODUs not constructed fully under the requirements of the MODU Code, a Bahamas National Mobile Offshore Unit (MOU) Safety Certificate may be issued.

In addition to the Bahamas national MOU Certificate and where required by the coastal state, the Recognised Organisation may issue a Statement of Compliance with the Special Purpose Ship Code (see also 22.2).

24.3. Units constructed prior to 1979 MODU Code

Units constructed prior to the adoption of the 1979 MODU Code are to be certified under the 1979 MODU Code.

Such units are to be subject to a gap analysis by the Recognised Organisation issuing the MODU Certificate and any areas of non-compliance with the 1979 MODU Code identified are to be reported to the BMA. The Recognised Organisation is to provide a suitable recommendation to the BMA for acceptance of any non-compliances or to agree any upgrades which may be necessary to ensure compliance. The BMA will consider each non-compliance on a case by case basis.

Upon satisfactory completion of design appraisals, initial surveys in accordance with the provisions of the 1979 MODU Code and acceptance of any non-conformity by the BMA, a Bahamas National MODU or MOU Certificate may be issued to the unit as applicable.

Notwithstanding the above, units constructed prior to 1979 MODU Code are not precluded from fully complying with the 1989 MODU Code or 2009 MODU Code if so wished by the owners.

24.4. Requirements applicable to all Mobile Offshore Units

24.4.1. Safe Manning

The BMA has issued guidance on manning and qualification of seafarers on board offshore units. Please refer to BMA Information Bulletin Nos. 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 144, 146, 147, 151 and 153.

24.4.2. Safety of Navigation

24.4.2.1. 1979 and 1989 MODU Code

The 1979 and 1989 MODU Codes do not require compliance with SOLAS Chapter V requirements. Vessels subject to MODU Code survey which undertake self-propelled voyages shall be surveyed against SOLAS Chapter V requirements. On completion of satisfactory survey, a Statement of Compliance with SOLAS Chapter V may be issued on behalf of The Bahamas by the Recognised Organisation. Any non-compliant items are to be agreed with the BMA.

24.4.2.2. 2009 MODU Code

The 2009 MODU Code requires compliance with SOLAS Chapter V requirements. The BMA may exempt individual units from this requirement in accordance with Regulation 3 of SOLAS Chapter V. Applications for exemption shall be made by the Recognised Organisation as per BMA Information Bulletin No. 8.

24.4.3. Lifeboat testing

The requirements of IMO Resolutions MSC.81(70) & A.689(17) apply to the testing of all new lifeboats, regardless of their means of launching (e.g. free-fall lifeboats are required to be tested).

The sister ship rule may be applied to the 5-knot launch test required by LSA Code Part 2, Para. 5.4, whereby the test is only necessary for the first vessel of a contracted series of ships with identical arrangements, and where the geometry of the lifeboat launching arrangement is also verified as being identical to the first vessel which has been satisfactorily tested.

24.4.4. Exemption from the carriage of lifeboat food rations and fishing tackle

Offshore units operating outside the 200-mile limit and those undertaking positioning and delivery voyages which take them beyond the 200-mile limit must be referred to the BMA for consideration on a case by case basis.

24.4.5. GMDSS exemptions

Applications for exemption from GMDSS requirements on the basis of nearby vessels or platforms will not be accepted, since the BMA has no control over these, or any other local communications network. However, for stationary platforms, FPSO units or vessels operating in a similar mode, limited departure from GMDSS requirements may be considered by the BMA, provided that the functional requirements of SOLAS Chapter IV are satisfied.

Applications for exemption are to be submitted by the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

24.4.6. 1989 MODU Code additional radio installation

The additional radio station required under Chapter 11 of the 1989 MODU Code is not required for units which do not have a drilling capability.

Applications for exemption shall be submitted by the Recognised Organisation in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

24.4.7. Crew Accommodation

In general, MODU/MOUs are required to comply with Bahamas' Merchant Shipping (Crew Accommodation) Regulations.

With respect to Article 10.2 of ILO Convention 92 (Placement of accommodation aft of the collision bulkhead), this requirement would not generally be applicable for a typical semi-submersible or jack-up vessel. However, for a self-propelled ship shaped vessel, it is expected that the requirement will be met. Any individual case for exemption might otherwise be made for exceptional structural design, low propulsion speed/tug in attendance or mode of operation etc.

24.4.8. MODU Code Crane Inspections

There is an overlap between ILO 152, Bahamas Merchant Shipping Legislation and the MODU Code. A notable difference between Chapter 12 of the 1979 and 1989/2009 MODU Codes is that of 4 yearly and 5 yearly testing requirements, respectively. In this regard, the testing requirement for all affected vessels (surveyed under the 1979 MODU Code) should be harmonised to 5 years, where necessary. This also conforms with the Bahamas Merchant Shipping (Hatches and Lifting Plant) Regulations.

For applicable vessels surveyed against the relevant MODU Code, the requirements of Chapter 12 must be verified.

The Merchant Shipping (Hatches and Lifting Plant) Regulations put the responsibility for maintenance, recording and implementation of an inspection and survey regime firmly on the employer and Master.

To satisfy MODU Code requirements, an ‘initial’ installation survey shall be conducted, and initial operational tests and load testing shall be witnessed and verified by the Recognised Organisation.

The MODU Code does not specify that the annual inspection must be carried out by the Administration or Recognised Organisation. A "Competent Person", as defined in Regulation 2 of the Merchant Shipping

(Hatches and Lifting Plant) Regulations, must carry out annual inspection of lifting gear. This can include a suitably experienced Classification Society surveyor or a suitably knowledgeable, trained, and experienced senior member of the crew.

A Cargo Gear Register issued by a Classification Society may be deemed to satisfy the record keeping requirements of ILO 152 and/or the Merchant Shipping (Hatches and Lifting Plant) Regulations in whole or in part, according to the assessment of the Recognised Organisation.

In case of harmonisation or adjustment of the future survey requirements for lifting devices of vessels under the MODU Code, this may be carried out in a programme deemed to be appropriate by the Recognised Organisation.

24.4.9. Helideck lighting

Helideck lighting may deviate from MODU Code requirements in order to conform to either International Civil Aviation Organisation standards or those of the coastal State in whose waters the vessel is operating.

Applications for such deviations shall be submitted by the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

24.4.10. Access through horizontal and vertical openings

The general technical specifications for access through horizontal openings, hatches or manholes and vertical openings or manholes of section 2.2.4 of the 2009 MODU Code must be complied with for all openings provided for passage through the length and breadth of the space or through which a ladder passes. These requirements are not applicable to openings provided solely for design optimisation (e.g. lightening holes). All areas of the space are to be accessible via openings of the required dimensions, any localised areas where openings of the required dimensions are not possible (e.g. due to hull geometry, etc.) are to be brought to the BMA's attention and an appropriate exemption sought.

24.4.11. Alternative in water survey methods

The BMA supports the use of novel and innovative solutions to support surveys and recognises that alternative in water survey methods are available that provide the same level of detail as traditional in water surveys. Such solutions may include:

- Structural inspections from within the hull using specialised non-destructive testing methods;
- 'Fly past' general visual inspections/close-up visual inspections by use of mini stabilised Remote Operated Vehicles (ROVs);
- Inspections of critical isolation valves, sea chests and other components in situ using 'hot tap' techniques and high definition cameras.

The main reason to consider in water surveys for MOUs compared to trading ships is their lower risk profile related to hull damages. Hence it should be evaluated and confirmed by the Recognised Organisation that, following the last in water survey:

- The unit has been conducting operations in open sea locations, minimizing risk of grounding and fouling of propellers and thrusters;
- Exposure to grounding – owner shall confirm that the unit has not been sailing in shallow waters, exposing the unit to risks of grounding;
- Exposure to impact – owner shall confirm that there has been no known contact between the unit and other ships or floating objects and no incident caused by dropped objects that could damage the hull;
- Corrosion protection systems including anodes and/or impressed current systems are installed to cover periods exceeding 5 years;
- The performance of such corrosion protection systems can/may be monitored by measurement equipment / ROV inspection.

The Recognised Organisation shall advise the BMA on a case-by-case basis of any proposed use of alternative survey methods.

25. SHIP TYPE SPECIFIC REQUIREMENTS

25.1. Floating Production Storage and Offloading / Floating Storage Unit (FPSO/FSU)

25.1.1. General requirements

All new buildings or any major conversion of an existing unit shall be surveyed against the applicable parts of the 2009 MODU Code, as amended, unless otherwise agreed by the BMA (for example, where the coastal State requires compliance with SOLAS or national regulations).

It must be noted that only those areas modified during the conversion need to comply with the 2009 MODU Code or amended MODU Code in force at the time of conversion.

A new building is any FPSO / FSU with keel laid on or after 01 January 2012. A major conversion means a conversion of an existing ship or FPSO / FSU that:

i. Substantially alters the dimensions or carrying capacity of the ship, FPSO / FSU; or
ii. Changes the type of the ship (e.g. from tanker to FPSO / FSU); or
iii. The intent of which, in the opinion of the Administration, is substantially to prolong its life; or
iv. Otherwise so alters the ship, FPSO / FSU that, if it were a new FPSO / FSU, it would become subject to relevant provisions of the latest Regulations/ Codes not applicable to it as an existing FPSO / FSU.

Any new building with a keel laying date earlier than 1 January 2012 or any major conversion commenced prior to 1 January 2012 is to comply with the 1989 MODU Code, as amended.

As a general principle “any revisions to SOLAS are to be applied to MODU-certificated Units where the hazard is perceived as being common” i.e., hazards on oil tankers, also present on FPSO / FSU. In case of doubt such matters will be individually considered by the BMA.

Please also refer to MSC-MEPC.2/Circ.9.

25.1.2. Emergency towing arrangements

For the purpose of emergency towing, FPSOs and FSUs shall be treated as tankers and comply fully with SOLAS II-1/3-4 or, alternatively, the towing requirements set out in paragraph 2.8 of the 2009 MODU

Code. If compliance with the MODU Code towing requirements is achieved, there is no need to seek a waiver from the emergency towing arrangements of SOLAS II-1/3-4. Regardless of the emergency towing arrangements, emergency towing procedures should be developed, taking into account MSC.1/Circ.1255 *Guidelines for owners/operators on preparing emergency towing procedures.*

25.1.3. Exemptions

Typical exemptions that may be applied to FPSO / FSU in respect of SOLAS requirements are as follows:

i. Exemption from SOLAS Chapter II-1 requirements for access to and within spaces in the cargo area of oil tankers and bulk carriers, on the proviso that subsequent close up inspections, as considered appropriate, are conducted using one of the acceptable 'alternative means of access' detailed within IACS UI SC190.

ii. Exemption from SOLAS Chapter II-1 requirements for safe access to tanker bows. Tankers converted into FPSO and FSU may be exempt from this requirement due to their size, freeboard, and stationary position on site, provided that the unit:
   - Is permanently moored and equipped with a position mooring system (i.e., spread, internal, or external turret). Note that permanent mooring systems include those which are able to be disconnected, for reasons of safety or for operational deployment.
   - Has the design and production of its topside process facilities on the main deck and turrets provided with non-slip walkways and lifelines for bow access equivalent to those required by SOLAS

iii. Individual voyage exemptions in ballast to repair yard or similar will be favourably considered. Applications supported by the Recognised Organisation shall be made direct to the BMA London office.

Applications for exemptions shall be submitted by the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

25.2. Floating Liquefied Natural Gas Units (FLNG), Floating Storage and Regasification

Units (FSRU) & LNG/LPG Storage Units

25.2.1. General requirements

All new buildings or any major conversion of an existing unit shall be surveyed against the applicable parts of the 2009 MODU Code, as amended, unless otherwise agreed by the BMA (for example, where the coastal State requires compliance with SOLAS or national regulations) and the relevant provisions of the IGC Code.

Owners are encouraged to engage with the BMA at an early stage in FLNG/FSRU projects to establish an appropriate regulatory regime.

25.3. Vessels fitted with Dynamic Positioning (DP) Systems

25.3.1. IMO Circular MSC/Circ.645

For ships fitted with dynamic positioning (DP) systems, constructed on or after 01 July 1994 but before 09 June 2017, complying with IMO MSC Circular MSC/Circ.645 *Guidelines for vessels with dynamic positioning systems*, the BMA does not require the issue of a Flag State Verification and Acceptance Document (FSVAD).

However, Owners may voluntarily request the Recognised Organisation to issue a FSVAD on behalf of the BMA, if required.

25.3.2. IMO Circular MSC.1/Circ.1580

The BMA recommends that ships fitted with DP systems, constructed on or after 09 June 2017, comply with MSC.1/Circ.1580 *Guidelines for vessels and units with dynamic positioning (DP) systems*.

The BMA does not require the issue of a Dynamic Positioning Verification Acceptance Document (DPVAD) as described in MSC.1/Circ.1580, however, Owners may voluntarily request the Recognised Organisation to issue a DPVAD on behalf of the BMA, if required.

25.4. Vessels fitted with Helicopter Landing Facilities

25.4.1. Helideck marking and lighting

With the exception of MODUs, helicopter deck marking, and lighting should generally conform to the International Civil Aviation Authority (ICAO) standards.

Deviations to the ICAO standard will be considered by the BMA on a case by case basis. Applications for such deviations shall be submitted by the Recognised Organisation in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

25.4.2. Helideck construction

Aluminium helidecks that are considered equivalent to steel, based on a satisfactory fire test, are acceptable for use on Bahamian ships, as per SOLAS II-2/18.3.1.

Aluminium helidecks that are not considered equivalent to steel, are acceptable for use on Bahamian ships, subject to the provisions of SOLAS II-2/18.3.2.

25.5. Yachts

25.5.1. The Bahamas Small Charter Yacht Code

Small charter yachts, i.e. yachts in commercial use of less than 24 metres length (L), shall comply with The Bahamas Small Charter Yacht Code (BSYC). This includes private yachts engaged on occasional charters, which shall comply to the extent possible.

Small private yachts, i.e. yachts in non-commercial use, are strongly encouraged to voluntarily comply with the BSYC, to the extent possible.

Please refer to The Bahamas Small Charter Yacht Code and BMA Yacht Notices.

25.5.2. The Bahamas Large Charter Yacht Code

Large Charter yachts, i.e. yachts in commercial use of 24 metres length (L) and above, shall comply with The Bahamas Large Charter Yacht Code (BLYC). This includes private yachts engaged on occasional charters, which shall comply to the extent possible.

Large Private yachts, i.e. yachts in non-commercial use, are strongly encouraged to voluntarily comply with the BYC, to the extent possible.

Please refer to The Bahamas Large Charter Yacht Code and BMA Yacht Notices.

25.5.3. The Bahamas Passenger Yacht Code

Passenger yachts, in commercial or non-commercial use, shall comply with The Bahamas Passenger Yacht Code (BPYC), which entered into force on 01 January 2021. The BPYC includes provision for passenger yachts on restricted voyages and for passenger private yachts engaged on occasional charters.

Please refer to The Bahamas Passenger Yacht Code and BMA Yacht Notices.

25.5.4. Yachts built to other Yacht Codes

Yachts built and certificated to other Yacht Codes are accepted for registration, provided that the Code used is considered by the BMA to be equivalent to the Bahamas Codes. A copy of the certification issued shall be submitted to yachts@bahamasmaritime.com for consideration, when applying for registration.

25.6. Safety standards for vessels under 500 gross tonnage ("non-Convention" vessels)

25.6.1. General

IACS Recommendation No. 99 *Recommendations for the Safety of Cargo Vessels of less than Convention Size* may be applied, except where compliance with the CCSS Code or the SCV Code is applicable.

Vessels complying with IACS Recommendation No.99 shall be issued with a Statement of Compliance and shall be subject to an annual verification survey by the Recognised Organisation that classes the ship.

25.6.2. Ships operated exclusively within Bahamian territorial waters or within Bahamian near-coastal waters

For ships operating, or intended to operate, exclusively in Bahamian near coastal waters and/or within Bahamian territorial waters, the applicable standards are the Code of Safety for Cargo Ships operating in the Caribbean (CCSS Code) or Code of Safety for Small Commercial Vessels operating in the Caribbean (SCV Code).

Recognised Organisations are authorised to conduct surveys and issue applicable statutory certificates as appropriate.

Please refer to BMA Information Bulletin No. 99.

25.7. Passenger ships

25.7.1. Recommended measures to enhance safety

The BMA recommends that Companies operating passenger ships voluntarily apply the measures in MSC.1/Circ.1446/Rev.2 *Recommended Interim Measures for Passenger Ship Companies to Enhance the Safety of Passenger Ships*.

25.7.2. Sale of "over the counter" medicines to passengers

The Bahamas Pharmacy Council has advised the BMA that the sale of "over the counter" type medicines[4] to passengers on board Bahamian ships is permitted, subject to the following conditions:

i. Medicines must be listed in the UK Medicines and Healthcare Products Regulatory Agency (MHRA) "General Sales List" (GSL), which may be downloaded from: http://www.bahamasmaritime.com/wp-content/uploads/2017/11/GSL-medicines-lsting.pdf
ii. Pain relief medication should have a maximum pack size of 16 tablets or capsules and have a maximum strength of 200mg for ibuprofen, 325mg for aspirin (acetylsalicylic acid) and 500mg for paracetamol (acetaminophen).
iii. Sales of pain relief medication should be limited to two (2) packs in any one transaction;
iv. The sale of products containing any amount of Codeine is not permitted.

The above restrictions do not apply to any medicines provided by the Master, ship's doctor (where carried) or medical officer.

25.7.3. Carriage of medical oxygen in passenger cabins

The BMA recommends that where passengers bring their own medical oxygen cylinders on board, only one cylinder at a time is kept in the passenger's cabin. Any further cylinders should be stored in a designated safe area, in compliance with SOLAS Chapter VII and the IMDG Code.

[4] "Over the counter" medicines are those which can be sold without a doctor's prescription and which may be purchased in many countries in supermarkets, convenience stores, etc.

The BMA also recommends that the location of any cabins containing medical oxygen cylinders is made known to the bridge/emergency teams. Appropriate procedures should be incorporated into the Company's Safety Management System.

25.7.4. Carriage of fireworks

The BMA has no objection to the carriage of fireworks on board passenger ships for use in firework displays, provided that the fireworks are carried in accordance with the IMDG Code and the net explosive weight of the fireworks is kept to the minimum necessary.

Firework casings should be made of biodegradable materials. Fireworks for use in MARPOL V special areas should have casings made from plant-based materials which can readily decompose on contact with the sea.

25.7.5. Marriage On board

The Bahamas permits marriages to take place on Bahamian ships, subject to certain restrictions. Full details of the process and procedures relating to this service can be obtained from the Registrar General:

Office address:	The Registrar General Registrar General's Department, Office of the Attorney General & Ministry of Legal Affairs, Shirley House, #50 Shirley Street, P. O. Box N-532, Nassau, N.P., The Bahamas.
Main Telephone No.	+1 242 322 3316 or +1 242 322 8038
Fax Number	+1 242 322 5553
Email address	registrargeneral@bahamas.gov.bs

25.7.6. Tenders

Tenders which are not certified as lifeboats shall be assessed by the Recognised Organisation under MSC.1/Circ.1417/Corr.1 *Guidelines for Passenger Ship Tenders* and Chapter IV of the LSA Code, unless otherwise agreed by the BMA.

Persons operating tenders should have received relevant training which covers, as a minimum, the standards specified in MSC.1/Circ.1417/Corr.1.

25.7.7. Seating Areas in Proximity to Windows/Portholes

Companies shall undertake a risk assessment and introduce appropriate safeguards in relation to seating and communal areas in way of windows and side scuttles, with respect to the possibility of heavy weather damage and potential harm to persons occupying these areas should the window or side scuttle fail.

Based on the risk assessment, the Company shall provide guidance to its Masters, Officers, and crew, through the SMS, covering the requirements for these areas in extreme weather which may include, but not be limited to:

- The total closure of an area to passengers whilst the bad weather is encountered; or
- The partial closure of an area by providing a barrier such as a roped off area; or
- Any other temporary measure the Master may deem necessary for the safety of the passengers and crew.

Recognised Organisations shall verify the risk assessment and measures implemented at periodic ISM audits on board.

Please also refer to Information Notice 09.

25.7.8. Search & Rescue (SAR) Cooperation Plans

Recognised Organisations are to verify that procedures for updating of SAR cooperation plans are in place and effectively implemented at ISM DOC and SMC audits.

25.7.9. New build, conversions, and modifications – concept review

Prior to the commencement of construction work for any passenger ship new build, major conversion or major modification project, a concept review should be presented to the BMA by the Company, Recognised Organisation, Ship Builder, Repair Yard, Designer, etc. The purpose of the concept review is to discuss the requirements for the project and agree on which national and international requirements will apply.

The review should address the following:

- Overview of the concept and any novel features of the design;
- Scope and extent of any exemptions or equivalencies to IMO or ILO conventions envisaged;
- Details of any aspects of the design's compliance with IMO or ILO conventions that will require an interpretation, clarification or policy decision by the BMA;
- Scope and extent of any Alternate Design and Arrangements envisaged for the project;
- Design and construction Schedule including key milestones and expected submission dates.

25.7.10. Damage control drills

Damage control drills in accordance with SOLAS II-1/19-1 shall take place at least once every 3 months on all passenger ships constructed on or after 01 January 2009[5].

25.7.11. Passenger registration systems for ports in the European Union

EU Council Directive No.98/41/EC on 18 June 1998 (the Directive) requires the Company to establish a passenger registration system on board passenger ships trading to/from European Union (EU) ports.

Bahamian passenger ships are required to comply with the provisions of SOLAS. Regulation 27 of Chapter III of SOLAS requires a system to be in place to count, record and keep ashore details of all passengers embarked on board a passenger ship prior to departure. Documentary evidence of compliance with the SOLAS requirements is maintained through possession of a valid Passenger Ship Safety Certificate and

[5] Retroactive application as per SOLAS II-1/1.1.2.2

the Company operating the affected ship shall have implemented the requirements in its Safety Management System.

The BMA considers that the Directive is supplemental to the requirements of SOLAS III/27 and is only applicable to ships trading to/from EU member states. Compliance with the Directive is an additional EU coastal State requirement in excess of SOLAS requirements.

The Bahamas is not an EU member State. Therefore, the BMA is not required to, nor is it able to, approve passenger registration systems for compliance with the Directive. Such approvals should be sought from the Maritime Administration of an EU member State to which the vessel has previously operated or is currently located. The BMA will assist in engagement with the EU member State(s) as required.

25.8. Research/survey vessels

25.8.1. Entry clearance for certain coastal States

Notwithstanding Article 17 of the United Nations Convention on the Law of the Sea 1982 (UNCLOS) related to innocent passage, some coastal States require all survey vessels to have prior clearance before entering their territorial waters. It is the Company's responsibility to establish what clearance, if any, is required.

The BMA will assist in facilitating the process of obtaining clearance if requested by owners. **It should be noted that the process of obtaining clearance through diplomatic channels can take several weeks and early application is strongly recommended to reduce the possibility of delays to the ship**.

As per Article 19(j) of UNCLOS, the carrying out of research or survey activities is considered prejudicial to the peace, good order or security of a coastal State and is not considered innocent passage. The Company is responsible for obtaining the necessary clearances and/or permits from the affected coastal State(s) prior to undertaking survey work. Evidence that clearance has been obtained shall be available from the Company on request by the BMA and may be shared with other Bahamas government departments.

25.9. Refrigerated cargo ships

25.9.1. Illegal, Unreported & Unregulated Fishing and Transhipment Operations

Please refer to BMA Information Bulletin No. 155.

25.9.2. EU Sanitary Inspections

Please refer to BMA Information Bulletin No.163.

25.10. Manned Submersible Craft

25.10.1. General Requirements

Manned submersible craft shall be registered with the BMA and surveyed by a Bahamas Recognised Organisation. Please refer to BMA Information Bulletin No. 159.

25.11. Unmanned aerial systems (UAS) / Drones

25.11.1. General Requirements

It is the responsibility of the drone operator to comply with relevant guidance and instructions for the area(s) where the drone is registered and/or flown.

25.11.2. Flying a UAV/drone from a Bahamian ship

Paragraph 3.19 of International Civil Aviation Organization (ICAO) Circular 328 on Unmanned Aerial Systems (UAS) states that:

> "*Operators must have approval from the State of the Operator before conducting operations in high seas airspace. They must likewise coordinate their operations with the ATS provider responsible for the airspace concerned.*"

Accordingly, the BMA has been advised by the Bahamas Civil Aviation Authority (BCAA) that the owner/operator of a drone being flown from a Bahamian registered ship is responsible for seeking authorisation from the State which issued the Certificate of Registration for the drone and obtaining any licence required.

The owner/operator of the drone is also responsible for seeking authorisation from the appropriate Air Traffic Services Authority for the area where the drone is being flown.

25.11.3. Flying a UAV/drone in The Bahamas

A permit is required for any drone use in the Bahamas, regardless of whether it is for recreational or commercial use. Further information is available on the BCAA website at http://www.bcaa.gov.bs.

For reference, Bahamas Air Traffic Services are responsible for the airspace of The Bahamas up to 6,000 feet (1828.8 metres). Above 6,000 feet of Bahamas airspace and the international airspace around The Bahamas is the responsibility of Miami Center Air Traffic Services.

26. REVISION HISTORY

Version Number	Section	Description of Revision
0	All	First Issue
1	All	As per revision record on V.1
2	All	Complete revision
3	All	Complete revision
4	All	As per revision record on V.4
5	All	As per revision record on V.5
6	All	As per revision record on V.6
7	All	As per revision record on V.7
8	All	As per revision record on V.8
9	All	As per revision record on V.9
10.0	All	Complete revision
10.1	4.4.18	New section on kapok lifejackets (formerly in Technical Alert 19-05)
	4.6.14	Additional text referring to SOLAS V/27 and A.1045(27), as amended by A.1108(29) (formerly in Technical Alert 19-10)
	25.7.11	New section on passenger registration systems (formerly in Technical Alert 15-15)
	25.11	New section on UAS/drones (formerly in Technical Alert 19-08)
10.2	3.4.10	Expanded text to include instructions formerly contained in BMA Information Bulletin No.91
	3.4.13	Reference to Bulletin 175 updated to Marine Notice 53
	4.6.1, 12.2.1	Reference to Bulletin 127 updated to Marine Notice 31
	4.13.2	Reference to Bulletin 128 updated to Marine Notice 72
	5.1.3	Reference to Bulletin 84 updated to Marine Notice 56
	5.6	Reference to Bulletin 172 updated to Marine Notice 63
	7.2.2	Added acceptance of BWTS approved to MEPC.279(70)
	25.7.7	Added reference to Information Notice 09
	24.4.11	New section on alternative in water survey methods for MODUs