



The Bahamas FLAG



THE NEWSLETTER OF THE BAHAMAS MARITIME AUTHORITY

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Revolution in Ship Safety

"A revolution in making ships safer and more robust", was how Ugo Salerno, Chairman of the International Association of Classification Societies (IACS), described The Bahamas recent initiative to develop IMO Goal-Based Standards for new ships. Mr Salerno's comment marked international acceptance and recognition of the BMA's work in this field.

When a number of bulk carriers sank during the 1980's and early 1990's, doubts arose about the quality and strength of these types of ships. In the late 1990's oil tankers faced similar problems and the whole industry was plagued with doubt. The sinking of the Maltese ship *Erika* in the Bay of Biscay caused such widespread pollution that political pressure began to escalate. It was clear that something had to be done. The immediate international response was a demand for double-hull tankers to replace those with single hulls. But as the thickness of the individual hulls was actually less than before, the double hulls were unfortunately only built to the same overall strength standards as the single hulls.

For some time now, there has been minimal involvement from government maritime administrations in determining



European Spirit, Teekay's Korean built suezmax



Vega Voyager, ChevronTexaco's 58,088 gt oil tanker

the standards to which ships' hulls are built. The resources required to develop, monitor and enforce detailed requirements for new ships are beyond the capacity of virtually all states. So the vast majority of ships have been, and still are, built to the standards laid down by Classification Societies. And perhaps surprisingly, modern computer technology has created more problems for administrations than it has solved. Programs can be immensely varied, complex and expensive, and the ability of computers to calculate material requirements more precisely has led to less material being used in ship construction.

The Bahamas Maritime Authority decided that some fresh thinking was needed. Co-sponsored by Greece, The Bahamas proposed that IMO should set global standards in the form of goals to which the more detailed provisions of the Classification Societies would have to conform. In other words, IMO would lay down what a ship must be able to do but without saying how it should be done. Designers would still have the freedom to be creative and therefore innovation would not be stifled. At the same time, certain minimum internationally agreed standards would have to be met, whatever the design. Detailed provisions needed to implement

the IMO standards would then be determined by the Classification Societies, which would also have to demonstrate that their rules met the IMO standards. Despite initial powerful opposition, the Council and the Maritime Safety Committee (MSC) of IMO accepted BMA's proposal.

Once the new arrangements are in place, they will offer a number of major advantages. First and foremost, national governments will have the reassurance that new ships will be built to international standards. Secondly, the Classification Societies will develop common rules for ship design, thereby eliminating an area of harmful competition. And because shipbuilders will have to meet the new standards, any tendency to reduce standards in order to cut costs will be minimised.

The Bahamas, Greece and IACS now have a detailed plan which will be considered by MSC at its next meeting in May 2004. Once fully introduced into the ship construction process, BMA believes that ships will be built in a more robust manner which will prevent them being built to such a standard that they will inevitably become sub-standard during their lifetime.

ISPS: Are you ready?

So...have you appointed a CSO, decided on the SSO, carried out the SSA and submitted your SSP for approval by the RSO in order to get an ISSC for your ship? If all these acronyms* sound "foreign" to you, then the chances are that your ship will not be able to trade internationally when the ISPS Code comes into effect. So if Thursday 1 July 2004 is not already in your diaries, it should be!

On the 1 July 2004 – that's less than three months away – the International Ship and Port Facility Security (ISPS) Code enters into force. The Code forms part of the 2002 amendments to SOLAS which are designed to enhance security in the maritime industry. The catalyst for the development of the Code was the tragic events of 11 September 2001. The resultant regulations have had a very short lead time, between adoption and entry into force – a mere 18 months compared to ISM which had a lead time of eight years for some ships.

Some shipowners, already accustomed to threats to the ship, its crew or its cargo from piracy, smuggling, cargo theft, pilferage, passenger operations and so on, may well wonder what will be different in

July 2004. Many owners may already have established company and shipboard security procedures due to these existing threats. But the critical difference is that the ISPS Code is a mandatory requirement for all affected SOLAS ships. This means that shipboard security measures have to be verified and certified for compliance. Failure to comply will not only affect the registration of a Bahamian flagged ship but will result in control action imposed on the ship by a Port State. Control action could range from a detention under the international conventions to a banning order, under any national or regional law, from the local region.

The title of the ISPS Code highlights another important element of the pending security framework – the ship to port interface. There are obligations for Port States to implement security measures for approved – that is, compliant with the ISPS Code – port

facilities. The IMO is compiling a list of these approved port facilities and once completed it will be circulated to the maritime industry.

The BMA has documented its specific requirements in four information bulletins on maritime security which can be found on the BMA website, www.bahamasmaritime.com. These bulletins complement the guidance outlined in the IMO circulars on the implementation of the ISPS Code which are available on the IMO website: www.imo.org/circulars.

Owners should be aware that there are a substantial number of ships worldwide which have yet to be certified. As the deadline approaches there will be an increasing demand for the services of the certifying bodies. Our advice to any shipowner of the affected SOLAS ships – cargo ships greater than 500 GRT, passenger ships, high speed crafts and MODUs – is that if you want your ship to trade internationally, then you should:

- Complete your Ship Security Assessment (SSA),
- Develop and submit the resultant Ship Security Plan (SSP) to a Bahamas Recognised Security Organisation (RSO) for verification and issuance of an International Ship Security Certificate (ISSC).

* CSO is Company Security Officer and SSO is Ship Security Officer.

Pacific Notus certified by Class NK



Pacific Notus at the berth where International Ship Security (ISS) onboard verification was carried out on 17 October 2003

Class NK, acting on behalf of The Bahamas, issued its first International Ship Security Certificate (ISSC) to the *Pacific Notus* following the vessel's first audit conducted in October 2003. The LNG carrier, a new building from Nagasaki, is jointly owned by Tokyo Electric Power Company, Mitsubishi Corporation and Nippon Yusen Kabushiki Kaisha (NYKK). The 111,553 ton vessel which measures 279.19 metres in length will trade between Japan and the Middle East. Commenting on Class NK's achievement, the Authority's Director said, "We are delighted to have such a vessel on our register. It reinforces our policy of attracting high quality tonnage to The Bahamas flag."

Class NK has put significant effort into the preparation of Ship Security System Audits through the development of relevant regulations, as well as the training of Maritime Security Auditors. NYKK, the ship's managing company, also fulfilled its obligations through training security personnel, conducting Ship Security Assessment (SSA) and preparing the Ship Security Plan (SSP) which were both subsequently approved.



Mr Ogawa (left) Chairman & President of Class NK, presenting the ISS Certificate to Mr Manji (right), Managing Director of NYKK, on 29 October 2003

Clipper bulkers to come out of Cochin

Bahamian owner Clipper recently placed the first series construction order for large ships at the Cochin Shipyard in Cochin, India. This significant order is for four high specification, double-hull, handysize bulk carriers. The deal between Clipper and the Cochin Shipyard also includes an option agreement for an additional four sister vessels of 30,000 dwt. If the option is exercised, the deal could be worth in excess of US\$140 million.

As well as the commercial and financial gain, this new order from Clipper will boost Cochin's global reputation. Before getting the Clipper order, this Indian yard, which primarily caters to the national market, won orders from Dubai in 2002 and Saudi Arabia in 2003. With its modern facilities,

highly educated management and skilled staff, the Cochin Shipyard beat the competition with its aim of delivering the first bulk carrier by the last quarter of 2005 followed by the remaining vessels at regular intervals.



The handysize bulkcarriers were designed by Algoship, under the leadership of Mr Anthony Price. The company has designed the majority of Clipper's bulk carrier newbuildings. Mr Price, a Canadian of Indian origin, was instrumental in setting up both the Indian contract as well as new buildings in China. Six months prior to the Cochin deal, Clipper contracted a Chinese shipyard to build six sister ships. Both contracts will be supervised by GTR Campbell Marine Consultants.

The Clipper Group is a Nassau based company with commercial headquarters in Copenhagen. Clipper owns, operates and manages approximately 240 vessels – primarily handysize, handymax and panamax bulk carriers, as well as product and chemical tankers. A considerable amount of this tonnage is flagged with The Bahamas. These Asian orders continue Clipper's international shipbuilding trend which, over the past decade, has seen the group place orders for 100 new builds at shipyards worldwide.

▲
Clipper Horizon, 19,730 gt bulk carrier recently delivered from Japan

CSR in a nutshell

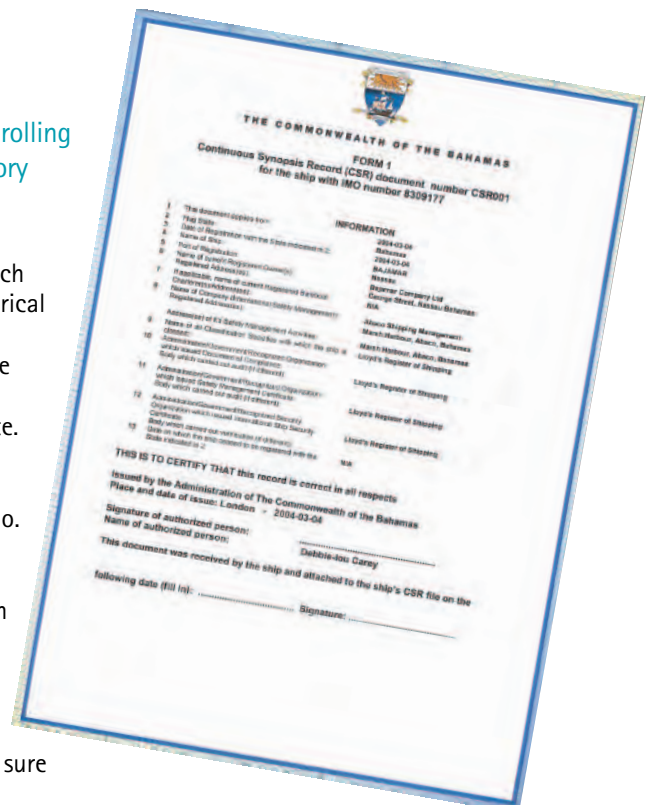
A new document – the Continuous Synopsis Record (CSR) – has been rolling off BMA's presses since February this year. The document is a mandatory provision incorporated in the 2002 amendments to SOLAS 1974.

All SOLAS ships – cargo ships of over 500 GRT and all passenger ships that make international voyages – are required to have a CSR no later than 1 July 2004. There are approximately 1200 Bahamian registered ships requiring this document and the Authority is currently in overdrive to ensure that all affected ships are in compliance with the international regulation by the rapidly approaching deadline.

The CSR document contains the ship's information including details of ownership and the issuing body of statutory certificates. The days of taking all documents off the ship at the time of sale are now over. Unlike other statutory documents, the CSR remains onboard the

ship at all times, so that each ship will have its own historical record. The issuance of and changes/amendments to the CSR document can only be carried out by the Flag State.

The Authority has issued BMA information bulletin no. 57 – available on our website www.bahamasmaritime.com – which explains how to get a CSR. The clock is ticking and with less than three months to go, the BMA is all prepared. Make sure you are too!





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- Issue of officer endorsements
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- Management of programme of Bahamas inspections
- Advice on ISM/ISPS Code
- Port State Control
- Representation of The Bahamas at IMO
- Advice on application and interpretation of conventions

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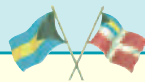
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- Ship registration in Nassau and associated functions
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- Certification of home trade officers
- Port State Control in The Bahamas
- Liaison with The Bahamas Government

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If you need to contact us in an emergency outside the normal office hours of 0900 and 1730 London time, please telephone the Emergency Duty Officer on +(44) 7977 471220 if you are outside the UK and 07977 471220 if you are calling from inside the UK.

Star Reefers

The Star Reefers Group, one of the leading global reefer operators and owners, transferred a further nine ships to The Bahamas flag in November 2003. The Group directly controls 39 vessels, of which 11 are currently registered with the Authority. In his praise of the Authority, Mr Aage Thoen, Chief Executive Officer of Star Reefers stated, "We know the Bahamas Maritime Authority as a first class, highly competent and efficient register always excelling in quick document handling and response times."



Star Reefers' 10614 gt *Durban Star*

Reefer vessels are specialist ships designed to carry refrigerated cargoes, usually at relatively high speeds so that food stuffs can get to their waiting markets as quickly as possible. These vessels must guarantee high reliability and the consistent maintenance of low and accurate temperatures to ensure that produce is delivered in its best condition.

The Director of the BMA stated "The Bahamas register already has a large number of reefer vessels. In my earlier career, I sailed on many ships of this type and therefore appreciate the rigorous standards maintained on these vessels. The Authority is very pleased that Star Reefers have added further tonnage to our fleet."

Flying The Bahamas flag



RCCL's Voyager class nearing completion at Turku

Royal Caribbean Cruise Lines' (RCCL) latest ship in their newest vessel class – the Ultra Voyager – will fly The Bahamas flag when she sails. Currently under construction at Aker Kvaerner Masa Yards' Turku site in Finland, the giant cruise ship will dwarf even the newly built *Queen Mary 2*.

A representative of the BMA recently attended a meeting at Turku to discuss the new building. When completed, the vessel will be 18 storeys high with a passenger capacity of around 3,600 and a crew of 1,400. The hull will be 339 metres long and 38.6 metres wide. Once in service, the ship will have a speed of 22.00 knots.

With a gross tonnage of 160,000, the Ultra-Voyager class will be 15% larger in space and passenger capacity than RCCL's other five Voyager class cruise ships, all of which are registered with The Bahamas. Due for delivery in May 2006, Royal Caribbean Cruise Lines have an option for a sister ship in 2007.

BSA Cadet excels at CalMaritime



Denardo Bain, the second BSA scholarship recipient, has surpassed all expectations. After appearing on both the President's and Dean's lists several times, he will now graduate from California Maritime Academy's 4-year programme after only 3 years. His most notable achievement has been his recent qualification as third mate after passing all seven of the USCG examinations on his first attempt. Here is what Denardo had to say about his experience at CalMaritime.

Before embarking on my studies at CalMaritime, I thought that the maritime industry did not extend beyond fisheries and inter-island transport. My horizons and perspective of not only the industry, but also a future career have expanded exponentially throughout my undergraduate experience. I must confess that I entered CalMaritime somewhat naive and completely lacking in professional experience. Reflecting on my recent accomplishments, I am amazed at where I stand today. My three-year journey of rigorous academics coupled with sea-time training has certainly prepared me for my entry into the commercial maritime field.

Through the combination of training cruises and a commercial cruise with ChevronTexaco I have attained a true sense of shipboard duties. My 2003 summer berth, which gave me the opportunity to actively participate in watch duties and sessions onboard the *Charles B. Renfrew*, was truly an unforgettable experience. There was a great deal to grasp within three intense months. The onboard officers instilled in me a strong sense of duty to maintain safe working conditions and protect the marine environment. Under their tutelage, I took part in the day-to-day cargo operations, safety, maintenance, and bridge duties. Each day presented new experiences and as a result my practical knowledge increased significantly and I gained confidence in many shipboard operations. This confidence has been beneficial to my academic career and will be essential to my future success.

My courses have encompassed theory, practical applications and managerial skills that have instilled in me a sense of leadership and responsibility. Nonetheless, I am aware that the rigor of the academic programme at CalMaritime has only been a glimpse of what to truly expect as a seafarer. Through persistence and hard work I have achieved a cumulative campus GPA of 3.84 – out of a possible 4.0 – and I have completed my undergraduate course a year earlier than expected.

At the start of 2004, I felt a great sense of accomplishment when I learned I had passed all seven of the USCG Licensing examinations. This achievement has brought me one step closer to entering the maritime industry as a tankerman.

My time at the California Maritime Academy has been a significant educational and personal experience. My summer berths have afforded me the extraordinary experience of travelling around the world and being exposed to different cultures. I would like to express my sincere appreciation to the Bahamas Maritime Authority and the Bahamas Shipowners Association for this incredible opportunity made possible through your generous financial commitment.

Back row (from left to right) BMA cadets, Ivon Cleare & Howard Bastian.
Front row (from left to right) BSA cadets, Misty Bain, Denardo Bain & Kenneth Carey



BMA 24/7

Clients who currently use BMA's website will witness its complete metamorphosis over the next twelve months. The website was originally designed to provide information and access to statutory forms for clients and potential clients. By necessity, information flowed in one direction only, from the Authority to its clients. Changes on the horizon will soon allow a two-way exchange of information.

The website is now scheduled to become more interactive, providing scope for some e-commerce. Not all activities can be conducted online because of the nature of the industry. And many transactions will continue to be conducted in the traditional manner. But the planned changes will make these easier and so everyone will benefit.

Some of the proposed upgrades include the creation of a secure member's area where BMA inspectors, shipowners and Classification Societies can access information related to ship inspections. Forms on the website that are now locked will be unlocked so that clients will be able to complete them electronically. Completed forms can then be returned electronically or printed for signature and/or notarisation where necessary. In addition, the sale of publications will be made available online and items will be dispatched worldwide within 24 hours after an order has been received.

The Authority is responsive to the requests and needs of its clients. The BMA believes that these planned improvements to its electronic capabilities will enhance the overall experience of its clients.

Questions we're often asked

Q Does the BMA's Technical Department grant exemptions and/or extensions on surveys, inspections and other technical requirements?

A Yes we do. However, in order to process exemptions and/or extensions quickly, our clients must ensure that the correct lines of communication are followed and all responsible parties are properly advised. Any requests relating to classification or statutory matters should, in the first instance, be addressed to the appropriate Classification Society for the vessel concerned. Exemptions and/or extensions can, in most cases, be processed extremely quickly when the BMA receives the request via the Classification Society along with the relevant SOLAS or regulatory references and their recommendations. Following this procedure will be of benefit to all parties concerned: the ship owner, manager, crew, Classification Society and the Authority. Visit BMA Bulletin 8 on the website for more information.

Q Can the International Ship Security Certificate (ISSC) body be inserted in the CSR application even if the appointment has not been finalised?

A BMA's advice is to insert the name of the ISSC body if it is known to the owner. This means that the CSR will not have to be reissued immediately after 1 July 2004.

Q Is there a charge for issuing the Continuous Synopsis Record (CSR)?

A No. The first CSR will be issued free of charge. There will be an annual charge of US\$150.00 for the maintenance of the CSR and this will be included on the annual tonnage fees invoice. There will also be a charge of US\$150.00 for any amended or reissued CSRs.

Your comments

If you have any comments or suggestions about "The Bahamas Flag" please send them to:

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News in Brief

First Bahamian Technical Deputy Director Appointed

Dwain Hutchinson



Captain Dwain Hutchinson, known to his friends in the Authority as 'Hutch', was promoted to Deputy Director on 1 January 2004. This is the first time that a Bahamian has filled this particular position in the Authority. Three of the four Deputy Director posts are now held by Bahamians.

Capt Hutchinson joined the Authority in 1997 after serving at sea with Denholm's of Glasgow. In his early days with the Authority, he was seconded for brief periods to the UK Maritime Safety Agency and the US Coast Guard. He was promoted to Assistant Director in 1999, and since then has been responsible for monitoring Port State Control detentions, and has worked closely with Classification Societies. He also represents The Bahamas at the Caribbean MOU, and frequently attends IMO meetings as an active member of The Bahamas delegation.

Commenting on Capt Hutchinson's promotion the Director said, "He has obtained his promotion purely on merit – no one in the Authority knows shipping conventions and regulations better than Capt Hutchinson. He is a highly respected member of the BMA and I look forward to having his input as part of the Registry's management team."

BMA celebrates 50,000 STCW endorsements!

On 9 February 2004, the Authority and the Licensing Department celebrated the issuance of 50,000 STCW endorsements. The licences now comply with all of the amendments of the Standard of Training and Watchkeeping for Seafarers, 1978.

The licensing process, which began at the end of 2001, has seen the Department produce, on average, an impressive 2000 licences per month.

Having reached the goal of 50,000 licences, the Department is now aiming for the 100,000 mark. The Licensing Department can now guarantee that if an application is completed properly and is accompanied by the supporting certificates and a photograph, the endorsement will be issued in two weeks or less – a significant achievement!



From left to right: BMA Director, John Mervyn Jones, Licensing Officer, Denise Farrington, Licensing Assistants, Kendanique Ferguson & Natercia Ringler

BSA News

In the past six months delegations from the BSA and the BMA met with the United States Coast Guard (October 2003), the European Commission's Maritime Safety Unit (March 2004) and the newly created European Maritime Safety Agency (EMSA) (March 2004). Security issues dominated all three meetings. Discussions centred around the implementation of the ISPS Code which comes into force on 1 July 2004. Other topics included the standardisation of seaman's shore access and consistency in Port State Control inspections. The timing of the meetings was important as there had been recent changes in leadership in both the Coast Guard and the EC Maritime Safety Unit. At the USCG, Admiral Thomas Gilmour has taken over from Rear Admiral Pluta as Assistant Commandant for Marine Safety, Security and Environmental Protection. And at the EC, Willem de Ruiter, who is now Executive Director of EMSA, has been replaced by Philippe Burghelle-Vernet as the Head of Unit.