

Questions we're often asked

Q What is the purpose of a Seaman's Record Book?

A A Seaman's Record Book (SRB) is used solely to record the sea service performed by a seafarer on a seagoing vessel. No reference is made to conduct or wages of the seafarer.

Q What sort of information is recorded in a Seaman's Record Book?

A The entries in a SRB should include:

- the name and particulars of a ship, particularly gross tonnage and power
- the seafarer's date and place of joining/leaving
- the capacity in which the seafarer has served

Q How does one obtain a Seaman's Record Book?

A The application form and procedure has been updated to prevent fraudulent applications for SRBs in recent years. Bulletin 68 on the BMA's website, www.bahamasmaritime.com, outlines these changes. The seafarer must complete Part I of the application and Part II must be completed by the vessel's managing owners or the manning agent who then submits the application. The processing fee is £20 or US\$30 which can be paid by either a bank draft, company cheque, wire transfer or credit card. Personal cheques and cash are not accepted. The application must be accompanied by two passport photos and copies of the following documentation:

- applicant's passport or seafarer's identity document showing photo, signature and nationality
- STCW qualification/basic sea training certificate or letter of intent
- medical certificate or letter of intent.

Q Is a SRB required from every flag state that a seafarer serves with?

A No. Ideally, a seafarer should have a SRB from their country of origin. However when a seafarer joins a Bahamian flagged vessel for the first time he can apply to the Authority for a SRB. The Bahamas has no objection to a seafarer recording service on vessels registered under other flags provided that the first entry records service onboard a Bahamas flagged vessel.

Q What happens if a seafarer does not possess a SRB?

A A SRB is not a mandatory requirement although for certain countries (eg Brazil) it is frequently requested and therefore recommended. If a seafarer does not possess a SRB, a Certificate of Discharge should be issued by the Master of the vessel upon completion of sea service.

Q Can a SRB be used as a travel document?

A A SRB is not a travel document or passport and is not to be used for this purpose. Seafarers are strongly recommended to carry a passport which is the only internationally accepted travel document. However, an immigration authority may consider a SRB as documentary evidence to establish that a person is in fact a seafarer.

Your comments

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

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NewsinBrief

Our man in Greece



Stylianios Anastopoulos recently received his Letters of Commission from High Commissioner Basil O'Brien at a ceremony in London. He will now represent The Bahamas as Honorary Consul to Greece as well as the Bahamas Maritime Authority.

In the Hellenic Navy, Mr Anastopoulos rose to the rank of Rear Admiral and he is also a retired Commander of surface navy ships and shore based commands. In addition he served as Naval Attaché at the Hellenic Embassy in Ankara, Turkey for three years. Following his naval career he has continued to remain actively involved in merchant shipping. His impressive naval background undoubtedly makes him eminently qualified to represent The Bahamas' interests in Greece, particularly in the shipping arena.

Mr Anastopoulos lives in the Athens suburb of Glyfada with his wife and two children.

New Assistant Registrar appointed

Carolyn J Moree is from the island of Eleuthera. She became a full-time employee of the Authority in March 2002 as a Registration Assistant.

Having spent four years in the Registration Department, Miss Moree was promoted to the post of Assistant Registrar on 1 March 2005.

Miss Moree's achievements include a LLB (Hons) Degree from the University of Buckingham and an MBA (International Business) Degree from Schiller International University in Paris. Currently, she is undertaking the Bar Vocational Course on a part-time basis and is expected to be called to The Bahamas Bar and the Bar of England and Wales later this year.

Miss Moree will continue to make a valuable contribution to the Registration Department and to the Authority as a whole.



The Bahamas FLAG



THE NEWSLETTER OF THE BAHAMAS MARITIME AUTHORITY

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Thenemaris takes delivery of two VLCCs

Thenemaris, the highly respected and internationally recognised Greek shipping company, has taken delivery of two Very Large Crude Carriers (VLCCs). The brand new vessels, built at Hyundai, Korea, have now joined the rest of the company's 40-strong modern fleet.

The first of the two vessels was named Athina in honour of the founder of Thenemaris, Mrs Athina Martinou, who heads a family deeply embedded in the shipping industry. Her son, Dinos Martinos, now owns and manages the company. In addition the Eastern Mediterranean and the Minerva



Thenemaris' Athina



Thenemaris' Seaking

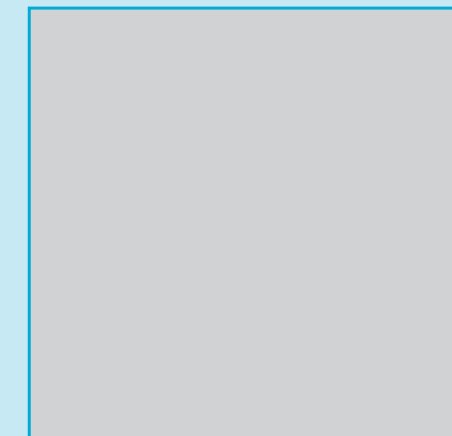
Shipping Company are both owned by her sons. Mrs Martinou was recently named Greek Shipping Personality of the Year, a very special tribute, in recognition of her contribution to the Hellenic shipping industry.

The Bahamas Maritime Authority is pleased to be associated with these two new buildings - the first was registered

in January and the second in February 2005. When asked about the new registrations, Mrs Martinou responded: "I am delighted to see the two newest and largest new buildings of Thenemaris flying the Bahamas flag. I believe it is a flag which has a reputation for quality and is providing a good service to its shipowners."

Normandie Express on tsunami aid mission

The Bahamas flagged Normandie Express left Hobart, Tasmania on 22 January 2005 loaded with tsunami aid and bound for Jakarta, Indonesia. The Incat built high-speed catamaran, operated by Brittany Ferries, made a special detour from its delivery voyage to France. When it arrived in Jakarta the aid was taken to Banda Aceh, the Indonesian province which took the brunt of the recent tsunami.



The much needed humanitarian aid was a joint effort by Brittany Ferries, Incat, the Tasmanian Government and the Australian Agency for International Development (AusAID) together with donations from the state government, companies, and individuals. The shipment contained bottled water, large tents with accommodation for up to 2500 people, several four-wheel drive vehicles, sewage treatment systems, medical supplies, and non-perishable food items.

Following the aid delivery, Normandie Express resumed her original voyage and she is now providing ferry services from Cherbourg and Caen to Portsmouth.

Bahamas presents US\$2million to IMO

The latest Bahamas initiative at IMO – to introduce basic internationally-set ship construction standards (Goal Based Standards) – has continued to attract widespread support. And at the next Maritime Safety Committee (MSC) meeting in December, a Working Group will be set up to consider how to take the concept forward.

The most important task for the Group will be to define the principles of Goal Based Standards in terms that will be readily understood by IMO members. Then standards at the highest level must be set. This might sound easy but it is not. Having discussed the subject with many different professionals, it is clear that there is a massive educational job to be done, not merely a technical one. The work required may seem obvious to those who created the idea in the first place, but as is so often the case, the practical implications can be difficult for others to grasp. The Bahamas therefore intends to take an active part in both the teaching as well as the technical aspects of the new standards.



The BMA Director presents a cheque for US\$2 million to Mr Efthimios Mitropoulos, Secretary General of IMO

At the MSC meeting in May, one of the delegates suggested that the introduction of agreed mandatory standards for ship construction was something that IMO should have been working on for the last 50 years! The BMA agrees but is optimistic that rapid progress can now be made.

The Classification Societies have already been hard at work, not only to tailor their own rules to meet the standards proposed at an earlier MSC meeting but also to make those rules common for all International Association of Classification Societies (IACS) members. This in itself is a major step forward and augers well for

Safe and sound ship recycling

In February 2005 the Kyoto Protocol entered into force. Now is therefore an ideal time to focus on standards in the ship recycling industry and on their impact on the environment. It is commonly acknowledged that current standards are low and need to be improved. The IMO is currently discussing the problem together with the International Labour Organisation (ILO) and the Basel Convention.

Moves towards setting up a recycling yard in the Netherlands and the recent establishment of a yard in the UK, show that there is European interest in gaining access to the industry. It is important that the recycling of ships is made safer and more environmentally friendly. But it is equally important that this is not done at the expense of jobs in developing countries. Current major recycling countries are concerned that standards will be set impossibly high, so that only developed countries will be able to meet them.

It might therefore be appropriate for countries that have expressed concern about the current standards to think about how to provide aid to the industry in its present home countries, instead of trying to bring the industry to Europe. Such an approach would do a great deal more good for the economies of the developing countries concerned and, in the process, would help to improve environmental protection and safety standards for workers in the industry.

Owners consolidate fleet

Royal Caribbean and Celebrity Cruise Lines' entire fleet now flies the Bahamas flag. Most of the fleet has been flagged with The Bahamas in recent years, with the exception of six vessels which remained on the Norwegian register.

At the end of 2004 however, the Company decided to consolidate the fleet and to transfer the remaining ships to the Bahamas flag. The transactions took place at BMA's New York office.

Nassau is one of the busiest cruise destinations in the world and the dock is nearly always full of large cruise vessels. Most of the ships, now including all the Royal Caribbean and Celebrity Cruise ships, have Nassau as their port of registry.



Nassau Harbour teeming with cruise vessels

Restis Malaysian success gives more tonnage to The Bahamas

The Restis family's First Financial Corporation and particularly its affiliate, Enterprises Shipping and Trading, have long been supporters of the Bahamas Ship Register. Their recent acquisition of the MISC bulk carrier fleet of 32 vessels – nine panamaxs, nine handymaxes and 14 handysize ships – made headline news throughout the shipping industry. The vessels were acquired, for a hefty \$740 million, from the Malaysian International Shipping Corporation (MISC) after fierce competition from several other contenders.

Victor Restis paid tribute to his late father and the Group's founder when he commented, "We are very excited of course. It's just a pity that my father is missing this. It is a tremendous boost to our morale and shows that the company is going ahead full steam."

It certainly is. The addition of this fleet, delivered at the end of March, has made them one of largest shipping companies in Greece. The Greek family now controls a fleet which stands at 77. The MISC deal confirms the Restis family as a major player in the dry bulk

sector which it entered only five years ago with the acquisition of the South African Marine Corporation. The Group, which originally specialised in reefers, has also recently expanded into the tanker market through a separate company, Golden Energy Management.

The MISC transaction kept the BMA's Registration Department extremely busy during the beginning of this year as the majority of the ships were transferred to the Bahamas flag.

The Restis family and its affiliates are dedicated to ensuring that quality is at the heart of their operations and last year they were awarded the European Foundation of Quality Management (EFQM) Certificate. "I have always found The Bahamas a flag of high quality," Mr Restis stated. "As a shipowner it is important that one can obtain the support of the flag when necessary and therefore service always ranks high in our assessment."



THE BAHAMAS MARITIME AUTHORITY

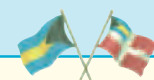
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- Registration of changes of ownership
- Name changes
- Transcripts of register entries
- Issue of ship radio licences
- Issue of CSR

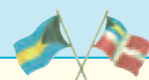
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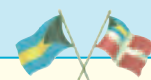
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- Advice on application & interpretation of IMO Conventions
- Coordination of CAS
- Ship documents/publications
- Bahamas Shipowners Association Secretariat

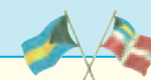
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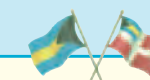
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- Port State Control in The Bahamas
- Liaison with The Bahamas government
- Technical advice for local vessels

Ricardo Delaney
Senior Nautical Inspector

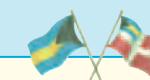
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- Issue of Seaman's Books
- Issue of Safe Manning documents
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Bahamian Shipowners respond to hurricane appeal

On behalf of the Bahamas Shipowners Association, Mr John Mervyn Jones, Director of the Bahamas Maritime Authority, presented a cheque of US\$50,000 to Senator James Smith, Minister of Finance, as a contribution to the Bahamas Hurricane Appeal Fund.

Senator Smith served as the Chairman of the Authority from 1995 to 2002 so it was especially fitting that he should receive the Shipowners' gift. The Senator stressed that he was accepting the donation not on behalf of the Government, but the Appeal Fund. The money would be used immediately to assist those who suffered in the affected areas.

The generous donation was announced at the BSA's last Annual General Meeting following a decision by the Association's Executive Committee to assist the numerous Bahamian communities that suffered from the devastating effects of hurricanes Frances and Jeanne. In September and October 2004, The Bahamas, particularly Grand Bahama, were badly hit by these two severe hurricanes and stories of families losing their homes and possessions were truly heartbreaking.



The BMA Director presents the Shipowners' donation to the Minister of Finance in the presence of Archie Nairn, Permanent Secretary, Ministry of Transport & Aviation

BMA backs shipowner in US Supreme Court Case

A recent disability discrimination case, heard in the United States Supreme Court in Washington, involved a Bahamas cruise shipowner. The Bahamas Government and the Bahamas Maritime Authority both stood behind the owner. The case centred on the claim made by a disabled passenger and his supporters that US disability law should prevail on non-US cruise vessels in US waters.

The petitioner making the claim of discrimination, who was supported by a number of organisations, argued that the domestic American Disability Act should apply in US waters, regardless of the nationality of the ship.

The shipowner and The Bahamas argued that as the ship was registered in The Bahamas then Bahamian law, which prevents discrimination against individuals with disabilities, should apply. Furthermore, international law, which states that "... the law of the flag state ordinarily governs the internal affairs of a ship", should be the deciding factor. The Bahamas is committed to international law and is a party to all major international conventions concerning shipping.

One can only imagine the chaos that would ensue if each country at which a cruise ship calls, insisted on extending their own disability laws to foreign ships. Conflicts and confusion over specifications governing the design and structure of passenger ships could pervade international maritime commerce. In 1996, the IMO Maritime Safety Committee issued a set of guidelines "on the design and operation of passenger ships to respond to elderly and disabled persons' needs."

The Bahamas has an outstanding record of supporting and complying with the IMO guidelines, and consider that this is the correct forum to discuss and agree issues which affect the design and operation of ships. The decision of the US Supreme Court is presently awaited.

New builds from Asia join The Bahamas fleet



Evalend Shipping's 31,069 gt Innovator

New Chinese-built bulkers delivered to Evalend

Two new handymax bulk carriers were delivered in January and February 2005 from Nacks shipyard in Nantong, China to Evalend Shipping. The sister vessels, the Innovator and the Predator, which each weigh 55,250 gt, will join the ten modern bulkers the company currently has flagged with The Bahamas. The Greek owner intends to flag a number of new builds – Chinese and Korean built bulk carriers and chemical tankers – with The Bahamas in due course.

Fisher takes delivery of two tankers from Korea

At the end of February 2005, James Fisher & Sons took delivery of the second of two 8446 gt tankers from the Samho Shipbuilding Company in Tongyoung, Korea. The sister vessels, the Clyde Fisher and the Cumbrian Fisher, have both been flagged with The Bahamas. The new tankers join Fisher's modern fleet which boasts a lower average age than its main competitors.

Nick Henry, Fisher's Chief Executive, commented: "This represents another important milestone in our fleet replacement programme, which has been completed in line with the timescale when we announced the orders a year ago."



The Cumbrian Fisher in Milford Haven

Western Tankers take delivery of first vessel

The first of six new buildings for Western Tankers Inc was delivered in March by Hyundai Mipo Dockyard in Korea.

The first vessel, named Western Baltic, is owned by Western Imandra Inc, a Nassau registered company, and managed by Geneva based Western Petroleum SA. The six vessels, each of 30,053 gt, are designated product/chemical tankers and classed by Lloyds Register of Shipping.

The company stated, "Western Tankers are very pleased to have received our first vessel. We have had excellent support from the Bahamas Maritime Authority in preparing for the delivery, and all subsequent vessels will be registered under the Bahamas flag."



Thenamaris' Seaking