



The Bahamas FLAG

THE NEWSLETTER OF THE BAHAMAS MARITIME AUTHORITY

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More new builds for Samos

For centuries Greece has dominated the global shipping industry. Today it accounts for more than 4000 ships or, in other words, some 20% of the carrying capacity of the global open-registry merchant fleet. And Greek shipowners also make up some 20% of the Bahamas Register. It is therefore highly appropriate that in this issue of the Flag, we concentrate on the Greek shipping industry.

m/t Kokkari, the world's biggest double-hulled crude oil carrier at 297,538 DWT, was delivered earlier this year to Samos Steamship Co, together with one of the previously built series ship *m/t Petalouda* (47,322 DWT). The two vessels are part of an aggressive fleet renewal policy for the company which has 11 new builds in the pipeline scheduled for delivery between now and 2011.

Dating back to 1875, Samos is one of the oldest traditional shipping companies in Greece. Based in Athens since 1991 – when its headquarters moved – today the company, which manages oil tankers and bulk carriers

worldwide, has a modern fleet of more than 1.5 million DWT and earlier this year the average age of its fleet dropped to below four years.

Sensitive to all environmental issues, the management of Samos Steamship Co promotes the concepts of safety and environmental excellence at all levels within the company. It adopts the highest of pollution prevention standards, imposing strict policies and maintaining extensive procedures. It has very close relationships with all relevant maritime organisations, understands and implements new legislation and anticipates forthcoming requirements.



Petalouda

But at the heart of the company's operation is its focus on staff. There is a rigorous training policy with continuous training for highly skilled ship and shore personnel. Crew training exceeds compulsory requirements, and knowledge sharing between senior and junior personnel is strongly encouraged. And setting the cornerstone for future development, the company actively promotes seafaring as a career – two cadets are on board each vessel at all times with a very high probability that they will be made permanent members of the crew. And most importantly Samos keeps in regular contact with sailing crew families. A three or four month separation can be a testing time for families.

Fleet replacement underway at Stamco

Stamco Ship Management Co Ltd is another excellent example of today's modern Greek shipowner where quality, safety and environmental protection are at the centre of the company's ethos. Established in Piraeus in 1993, Stamco moved to its own premises in the centre of the city in 1996.

Since then, a new corporate style of ship management has been adopted. Technical and marine operations are concentrated in Piraeus while the Varna office handles crew recruitment. A committee, formed by the heads of the three major departments, meets daily to discuss ways of improving the quality of the fleet – a continuing process of enhancing and improving the company's services to charterers.

Ever conscious of today's requirements for pollution prevention and marine safety, and determined to maintain high operational and quality standards in its fleet, Stamco has set up an integrated crew training scheme. This scheme provides training through manning offices ashore and onboard, under the continuous supervision and attendance of the company's marine superintendents.

The company's fleet, consisting of Pure Car Carrier (PCC) and Pure Car and Truck Carrier (PCTC) vessels, trades worldwide within Europe, Africa-Korea, Japan, East-West Coast USA, Australia and Central-South America. They are engaged with long term time charters under first class charterers.

At the beginning of this century a new era for the company was initiated with eight new buildings of modern PCCs and an extensive but gradual fleet replacement programme with the new tonnage, a total of 36 vessels.

The fleets of both Stamco Ship Management Co Ltd and Samos Steamship Co fly the Bahamas Flag and according to Samos Steamship Co Management, "The BMA actively discourages older vessels from joining the Register. This fits perfectly with our own aim of fleet renewal. We are proud to fly the Bahamas flag. It is the obvious choice for us."



Director's message

Looking ahead to Posidonia 2008 we are reminded not only that Greece was once the cradle of civilisation but that seamanship has always come naturally to the Greeks.



Every two years Greek shipowners welcome the international shipping community and their celebrated hospitality makes participation a very pleasant and entertaining arena in which to do business. Posidonia 2008 will be the 21st biennial International Shipping Exhibition. In 2006, 1600 exhibiting companies from 78 countries participated and more than 16,000 visitors from Greece and other countries were recorded with the span of exhibited products and services covering every aspect of the shipping industry. This year even more visitors are expected to attend. The exhibition is particularly renowned not only for the networking opportunities and contacts made during the show but just as importantly for the number and value of deals concluded over the three days.

The BMA will again be attending Posidonia 2008 and we look forward to meeting shipowners and managers from all over the world. Historically, Greek shipowners have, in general, operated second-hand tonnage but today's modern Greek fleet is very far removed from those early days, a key feature being massive new building. To date the Greek owned fleet has more than 4000 ships, many of them new buildings. In addition there are currently more than 900 Greek owned vessels under construction or on order to be delivered between now and 2012 with prospects for more orders in the future. As a result the average age of Greek ships is falling year by year.

As reported in our lead story, I am delighted to welcome Samos Steamship Co's *Kokkari* and *Petalouda* to the Bahamas Register. I am also delighted to welcome George Zarvanos, formerly with ABS Europe Ltd, as a consultant to the Bahamas Maritime Authority. Together I hope that we will be able to forge greater understanding between the Authority and Greek shipowners so that we can offer them an even better, more efficient service. Equally, by means of our constant emphasis on quality, safety and standards, we hope that more Greek shipowners will see the very real benefits of choosing the Bahamas Flag.

BSA AGM

Last year's Bahamas Shipowners Association AGM was held on 4th October in Glyfada, Greece. The year was especially significant because it marked the 10th anniversary of the Bahamas Shipowners Association and the 30th anniversary of the Bahamas Ship Registry. It was therefore an ideal time to examine the partnership between the two organisations and to look at ways to further develop and strengthen their relationship.

Following on from the theme of World Maritime Day, "IMO's Response to Current Environmental Challenges", the meeting focussed on the impact of shipowners and what their responsibilities, in terms of the environment, should be. Efthimios E Mitropoulos, Secretary General of IMO, provided the keynote address.

This year's AGM will be held in London in October - a must for your diaries! Contact the BSA Secretariat for further information on +44 20 7562 1342 if calling outside the UK or 020 7562 1342 in the UK.

New High Commissioner for The Bahamas



Paul H Farquharson was appointed High Commissioner to the United Kingdom and Ambassador to the EU, Belgium, France, Germany and Italy on 2 February this year.

His Excellency began his career as a police corporal in July 1971 and rose rapidly through the ranks from Chief Inspector in 1985 to Chief Superintendent in 1994 and finally to Commissioner of Police in 2001. Included among the many highlights of his career was his appointment as Aide-de-Camp to his Royal Highness Prince Philip, the Duke of Edinburgh in 1993.

A man with many interests, Commissioner Farquharson is associated with the Bahamas Division of the Salvation Army, he is a member of the Executive Board of the Bahamas Humane Society and a member of the Bahamas Film and Television Commission. He is also The Bahamas' Permanent Representative at IMO.

CMA Conference

Dion Foulkes, Bahamian Minister of Maritime Affairs and Labour attended the Connecticut Maritime Association's three day Conference in March this year.

As a member of the Association, the BMA (New York office) participated in the conference both as an exhibitor and as a sponsor of the Tuesday evening reception. BMA's Director, Ken McLean spoke on the role of Flag States in the chain of responsibility. He noted that



left to right, Bertha Cooper-Rosseau, Christine Scavella (BMA New York Registrar), Torben Jensen (Clipper CEO), Minister Dion Foulkes, Ken McLean (BMA Director) and his Personal Assistant Isabella Jones

everyone from the deck hand on a container vessel to the president of a shipping company has a role to play. "We must all play our part," he said, "and we must all get it right." In his address to attendees, he emphasised the importance of the law of the sea (UNCLOS).

Nassau office move



left to right Patricia Pinder, Katie Clarke, Erma Mackey (Registrar), Ricardo Delaney, Shirley Kaye

As of 16 April this year, the Nassau office of the BMA has moved to the Manx Corporate Centre, Third Floor East, West Bay, Nassau. The new facilities offer more room for expansion in terms of both staff and services and the Nassau team remain totally committed to providing their clients with a dedicated and efficient service.

Bunker Pollution Convention ratified

The Bahamas has ratified the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention) which enters into force on 21 November 2008.

Tanker vessels have been required to maintain compulsory insurance cover for oil pollution for a number of years, yet pollution by bunkers from all ships has not been subject to any such requirement.

When the Convention enters into force, ships over 1,000 gross tonnes will be required to carry a certificate on board certifying that the ship has insurance, or other financial security, to cover the liability of the registered owner for pollution damage by bunker oil in an amount equal to the limits of liability under the applicable national or international limitation regime. This amount should not exceed an amount calculated in accordance with the Convention on Limitation of Liability for Maritime Claims, 1976, as amended.

The Bunkers Convention does not apply to pollution damage covered by the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC) for tankers. The obligation to obtain insurance rests upon the registered owner, to the exclusion of the other persons who come within the definition of "shipowner". The Convention allows for a claim for compensation for pollution damage to be brought directly against an insurer.



It is the Flag State's responsibility to issue ships with a certificate confirming that appropriate insurance or financial security is in place. The Bahamas Maritime Authority anticipates that the proof of security will ordinarily be provided by the vessel Protection and Indemnity insurer in the same manner as the tanker CLC "blue card" is currently provided, although it is recognised that proof of cover may be accepted from an alternative financial provider or guarantor.

The BMA has issued Information Bulletin 112 regarding the Bunkers Convention. It can be found on the BMA website at www.bahamasmaritime.com

AFS Convention ratified

The Bahamas has also ratified the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention) which will enter into force on 17 September 2008. The Convention prohibits the use of harmful organotins in anti-fouling paints on ships and will establish a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems.



CMA CGM PUGET

Ships of above 400 gross tonnes engaged in international voyages will be required to undergo an initial survey before the International Anti-fouling System Certificate is issued for the first time; and a survey when the anti-fouling systems are changed or replaced.

The original Convention requirements called for a global prohibition on the

application of organotin compounds, which act as biocides in anti-fouling systems on ships, by 1 January 2003 and a complete prohibition by 1 January 2008.

Given that these dates have already passed, IMO MEPC 57 has confirmed that the requirements have been moved forward to the date of entry into force of the AFS Convention

Therefore, by 17 September 2008 (effective date), ships either:

- (a) shall not bear such compounds on their hulls or external parts or surfaces; or
- (b) shall bear a coating that forms a barrier to such compounds leaching from the underlying non-compliant anti-fouling systems.

This does not apply to fixed and floating platforms, floating storage units (FSUs), and floating production storage and off-loading units (FPSOs) that have been constructed prior to 1 January 2003 and that have not yet been in dry-dock since that date.

The BMA has issued an Information Bulletin regarding the AFS Convention. It can be found on the BMA website at www.bahamasmaritime.com



High Commissioner Basil O'Brien presenting The Bahamas IMO contribution for 2008 to the IMO Secretary General Eftimios Mitropoulos

Bahamas re-elected to IMO council

Once again The Bahamas was re-elected to the IMO Council in the December 2007 elections. Re-election to the Council confirms the support enjoyed by The Bahamas at IMO from other member States. Credit should also be given to successful lobbying by senior members of The Bahamas' delegation, which helped secure our place on the Council. The IMO delegation, consisting of delegates from both the Bahamas Maritime Authority and Bahamas High Commission, looks forward to continuing the great work at IMO and to maintaining The Bahamas' status as a quality register in the international arena.

30th birthday celebrations for The

...in Connecticut

As part of the celebrations to mark the 30th anniversary of the Bahamas Register, the BMA hosted last year's Connecticut Maritime Association's Annual Regatta on 28 September. The CMA chartered eight America's Cup 12 metre yachts for the occasion.



More than 400 of the maritime industry's most influential representatives were there to compete or to watch the races. Ken McLean, BMA's Director, made a short speech and presented the prize to the winning boat *Intrepid*, captained by Richard T Moulin from Intrepid Shipping LLC.



...in London

On the 1 October the BMA hosted an evening reception at the Butcher's Hall, Barbican.



Bahamas Ship Registry



...in Nassau

On 28 October BMA hosted an Awards Luncheon on board the *Sovereign of the Seas*.

Awards were presented by Dion A Foulkes, Minister for Maritime Affairs and Labour, to those local shipowners, staff members, Government officials and organisations that had participated in the growth and development of the Bahamas Registry prior to the establishment of the BMA in 1995. The very first ship to register with The Bahamas in 1977 was *Mercator One* - a passenger ship.



...in Athens

A gathering of some of the key players in the Greek shipping industry at the BSA AGM on 4 October.



GREECE -

Since the epic voyage of Odysseus in 2000 BC, the Greeks have had an affinity with the sea and seamanship has always come naturally to them. Predominantly a nation of islands, the mountainous landscape of Greece leaves only a fifth of the country available for farming so traditionally the sea has not only been a source of food but of much needed trade.

The geographical position of Greece has been a huge advantage in the development of the entire Greek shipping industry. Lying as she does between Asia and Italy, near

Egypt and Libya to the south and next to the Balkan countries of the north, Greece is at the crossroads of the world's most ancient shipping lanes.

But it is sometimes simply a genuine love for the sea that has been responsible for the creation of the world's most successful shipbuilding nation. This passion is often handed down from generation to generation as we find out from our two personal profiles.

Shipping - essential to the global economy

George Zarvanos, newly appointed consultant to the Bahamas Maritime Authority, has spent more than 45 years in the maritime and naval fields. It all started when George was ten years old and his father who was a Chief Superintendent Engineer took him for some months sailing on board a cargo ship. "From that moment, I knew that I wanted to go to sea and when I did my National Service in Greece, I was thrilled to be commissioned as an officer in the Greek Naval Reserve also receiving a Commendation while on active duty."



Born in Athens, George has lived in the UK for 25 years. He studied in the north east of England whilst at the same time taking a four-year apprenticeship with a local shipbuilding company prior to his university studies. After graduating in naval architecture and completing his national service, he continued his post graduate education in Washington DC studying National Security Management at the US National Defence University, Industrial College of the Armed Forces. In early 1971, George joined ABS as a field surveyor in Greece and retired in December 2006 after almost 36 years with the company holding various positions. For the last 13 years with ABS, he was Principal Surveyor of the European Division Survey Department in London. He retired in December 2006 but still retains his passion for the shipping industry.

"Just about everything is transported by sea,"

he said. "If the shipping industry didn't exist, things would very quickly come to a complete standstill. There would be no fuel, food, clothes or cars, amongst many other things. People just don't realise how important shipping is to their daily lives. There is a tendency for them to blame shipping for pollution but there are many other industries that are far more responsible and at the moment, our industry is not doing enough to get the message across."

George is also a passionate advocate of seafaring as a career choice. "There is currently a shortage of seafarers. It's a worldwide problem. New ships are coming into service every year but there is not enough information out there to attract new recruits. A career at sea is challenging, full of wonderful openings and opportunities for advancement. There is a lot of potential in the newly developing countries like China and India but we've all got a part to play

in spelling out the benefits of a career in the maritime industry. Governments of industrialised countries, flag states and registers like the BMA, we all need to be out there telling the story."

And how does George see his new role at the BMA? "The Authority has made tremendous progress since it started 10+ years ago. To be the third largest register in the world is a huge achievement, this is largely down to the BMA's insistence on the highest standards and safety procedures. Ships that fly the Bahamas flag are unhindered by port state control. My new role is to act as a go-between, to improve the service that the BMA provides to its Greek shipowners and to attract new tonnage to the Register. I am very much looking forward to the challenges ahead."

a maritime love story

Seafaring offers endless career opportunities

Going to sea was always the dream of Antonios Faraklas, Managing Director of Chartworld Shipping Corporation. Like his father and grandfather before him, both marine engineers, seafaring has been a way of life and one that he still loves. He holds first and post graduate degrees in marine and applied engineering from UK universities.



Chartworld Shipping Corporation and Charterwell Maritime SA are affiliated and established ship management companies with headquarters in Athens. Chartworld has been in existence since the mid 1970's and currently manages 11 reefers, eight dry bulk and one chemical tanker totalling 835,322DWT. Two bulk carriers (80,000 DWT) are on order with deliveries scheduled for 2010 and 2011.

In addition, one cape size bulker, four tankers, 18 reefers and three oil tankers (114,000 DWT) ordered in China, with delivery dates of January – March 2009, are owned by companies managed by Chartworld but are bareboat chartered to other interests outside the group. These companies include Swire, Teekay, Lauritzen, OSG, NYKC and Eastwind interests. Eight of these reefers supply the banana carriage requirements of the fresh fruit and banana group, Chiquita, which was acquired by Chartworld principals in June 2007.

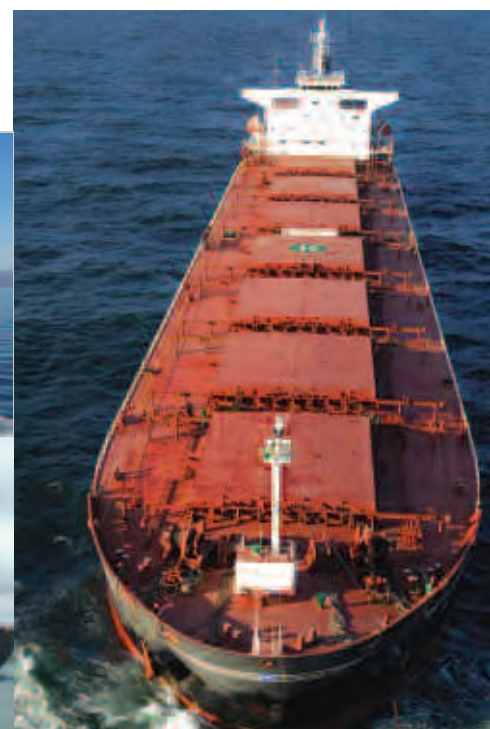
The majority of Chartworld's ships – some 83% - fly the Bahamas flag and Antonios describes the relationship as fruitful. Given the extent of Chartworld's involvement in the banana carriage, his pun is most apt! "We have a very constructive relationship with the BMA. There is a lot of mutual understanding and trust which means that we both know and respect our limits."

Antonios is very keen to encourage young people to take up a career in seafaring, especially young Bahamians. "Bahamians like Greeks are steeped in the traditions of the sea. With such a heritage Chartworld is planning to employ Bahamian cadets and give them the opportunity to experience what life at sea is like, the good and the bad. The cadets will hopefully go on to become seafarers and eventually contribute to the work of the BMA."

What about young Greeks – is the sea still attractive to them? Regrettably not, according to Antonios. "It is more and more difficult to recruit young Greeks because of the pull of the modern world. In the 70's, 80% of male graduates from Chios went to sea. Now very few choose a maritime career, preferring to be doctors, lawyers or to work in the tourism industry, which is very big in Greece. And yet they are giving up a golden opportunity to explore the world and work in a close-knit community where there are almost endless opportunities for personal and career development."

Does Antonios think that enough is currently being done by the global shipping industry to combat environmental pollution? Besides abiding by all relevant international conventions, Antonios is convinced that greater investment by the shipping industry is essential. "We must invest but not in a flippant way, not just as a PR exercise. We must put money behind research and development. I believe that most companies involved in shipping want to be constructive and make a difference. It is in the interests of us all."

And what about the future? According to Antonios there is no question about it. "Shipping will always be in my blood. It is a way of life. I love it."



Questions we're often asked...

IMO Unique Number and Continuous Synopsis Records

Q What is the IMO Unique Company and Registered Owner Identification Number (IMO Unique Number)?

A It is a permanent identification number assigned to each Company and Registered Owner. The IMO Unique Identification Number Scheme was adopted by the Maritime Safety Committee (MSC.160(78)) to assist with the prevention of maritime fraud, and to enhance environmental protection, maritime safety and security.

Q Who has to obtain an IMO Unique Number?

A All Companies and Registered Owners managing ships of 100 gross tonnage and above, engaged on international voyages. A new CSR must be issued to reflect the IMO Unique Numbers.

Q Where can you obtain an IMO Unique Number?

A IMO Unique numbers may be obtained directly from Lloyd's Register Fairplay (LRF) - www.imonumbers.lrfairplay.com.

Q How much will it cost to obtain an IMO Unique Number?

A It is free of charge.

Q When should you obtain an IMO Unique number?

A The IMO Unique number should be obtained immediately and a new CSR should be issued immediately. This will avoid delays, possible deficiencies and port state detentions.

Q Is the IMO Unique Number the same as the vessel's IMO Number?

A No - the vessel's IMO number is assigned for the exclusive use of the particular vessel and is physically indicated on the vessel until the vessel is scrapped whereas the IMO Unique Number is assigned to a particular Registered Owner or Company which manages the vessel.

Q Can a Class Surveyor or Bahamas Authorised Inspector amend an original CSR?

A No - if an original CSR is amended, this will automatically invalidate the document.

Q After there is a change to the current CSR, for example, through change of management, ownership, vessel name, class, when should a new CSR be issued?

A A new CSR should be issued as soon as possible, but not later than three months after the relevant change, per SOLAS'74/Chapter XI-1/Regulation 5/4.2.

Q Should original CSRs be removed from the vessel following its deletion from a particular flag?

A No - all original CSRs must remain on board the vessel until the vessel is scrapped.

Please refer to BMA Information Bulletin No. 109

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

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News in brief...

New appointments



Miike Hiroyuki

Mr Miike Hiroyuki has been appointed as the Registrar for the BMA in Japan. Born in Tokyo in 1955, Mr Hiroyuki graduated in 1979 from Rikkyo (St Paul's) University with a BA in Law and Politics. In 1982 he got a licence to practice as a Maritime Attorney, authorised by the Japanese Transport

Ministry. He then went to Tacoma in the USA where he continued his studies at the Pacific Lutheran University (PLU) and later at the University of Washington (UW). It was during his time in Washington that Mr Hiroyuki had the opportunity to visit Boeing Marine Systems where he learnt how to build jet foils.

In September 1983 Mr Hiroyuki returned to Japan and joined Mitsui Soko Co Ltd in Tokyo and has handled international ship registrations ever since.

Rebecca-Ann Darling

Miss Rebecca-Ann Darling has been appointed to the BMA'S London office as a Technical Assistant working in the Inspections Department.

Previously, Miss Darling worked as a Facility Security Officer for the Port Authority of New York and New Jersey where she provided management assistance and security at Port Newark public berths working very closely with the Harbour Master. Educated at the State University of New York (SUNY) Maritime College, Miss Darling holds a BS Marine Transportation & Junior Mate USCG License and an MS in International Transportation Management.



Obituary

Mr Shoichi Yamada

It is with deep regret and sadness that we remember Mr Shoichi Yamada, The Bahamas Honorary Consul to Japan who died on 10 October 2007 in KEIO Hospital, Tokyo after a period of illness.

Appointed in May 2004 by the Bahamas Ministry of Foreign Affairs and the Public Service, Mr Yamada was responsible for developing a friendly and constructive relationship between the Governments of The Bahamas and Japan as well as developing commercial, economic, cultural and scientific activities between the two countries.

Mr Yamada was an Executive Trustee and Chief Executive Officer of Freedom Foundation/Dockendale Shipping, which has registered offices in The Bahamas and he had vast experience in the shipping industry, in banking and in international trade. He will be greatly missed.

