



The Bahamas FLAG

THE NEWSLETTER OF THE BAHAMAS MARITIME AUTHORITY

SUMMER 2011 • ISSUE NO. 27

Bahamas flag easy choice for Chartworld

THE BAHAMAS GOVERNMENT HAS
AGREED TO EXTEND, **INDEFINITELY**,
THE REGISTRATION FEE WAIVER
FOR ALL VESSELS COMING
ONTO THE REGISTER.

Chartworld's latest ship to raise the Bahamas flag is the 80,000 DWT bulk carrier *ANASTASIA K* which was delivered in China and registered with The Bahamas in April this year.

When added to the company's recent purchase of *CMA CGM AFRICA ONE*, *CMA CGM AFRICA TWO*, *CMA CGM AFRICA THREE* and *CMA CGM AFRICA FOUR*, which were registered with the BMA in 2010, 88% of Chartworld's total fleet – almost 1.73 million DWT – is now registered with the Bahamas flag.



CMA CGM AFRICA TWO

When asked, "Why the Bahamas flag?" Chartworld's MD, Antonios Faraklas, in an exclusive interview for the Flag, said that the company's relationship with the Bahamas Register went back to the early 80's when the Register was fairly new but growing fast. "At the time, information collected from various sources was very positive so we started with a couple of vessels in order to see the service for ourselves. In the meantime, we tried other Registers so that we were in a position to compare the service and cost for similar vessels," he said. "We were very positively surprised by the good communication with the people of the Bahamas Register and their fast response and it became easy for our group to decide that the Bahamas Registry fitted our needs better than other Registries."



"When you choose the flag of the vessel, you want to take into consideration as many factors as possible," he continued, "and the good record of the flag and its reputation amongst both shipowners and port authorities is definitely taken into account. If you combine this with reasonable prices and good service then the choice is made very easily. We believe that this is what the Bahamas Registry has to offer to all its clients and the Registry should continue to value these factors and enhance them even further in the future."

"We believe that both the flag and the class of the vessel are our partners and consultants and we are the receivers of invaluable information from their vast experience and expertise. We are enjoying the open line of communication between us and the BMA and their willingness to be flexible when the circumstances are difficult or out of the ordinary and we hope that this will continue in the future. At the same time we are provided with the opportunity to exchange information and share views and opinions with other shipowners under the same flag about both the common problems faced by all of us and the challenges of the future."

Bahamas - Paris MOU "Low Risk" status

The Paris Memorandum of Understanding on Port State Control (Paris MOU) implemented its New Inspection Regime (NIR) on 1st January 2011. One of the foundations of the new approach is a revised method of targetting visiting vessels based on a ship risk profile. The Bahamas has completed its IMO audit and is now shown on the Paris MOU website as being one of the relatively small number of States which has achieved the "Low Risk" status."



Director's message

I'm pleased to say that this year's Bahamas International Maritime Conference and Trade Show (BIMCATS) in February was a truly unique experience. For the first time ever, The Bahamas simultaneously hosted not only BIMCATS but also the Marine Accident Investigators International Forum (MAIIF) and a meeting of the Caribbean MOU.

It provided a wonderful opportunity not only to showcase the Bahamas cluster but also to give a very positive boost to the country's economy. The week's activities embraced our shipyards, Freeport's container port and cruise terminal and other related services and, as described by Jessica Taylor on page 6, the practical experience of inspecting ships in dry dock was invaluable.

As I mentioned in the last issue of the Flag, the BMA was due to have an IMO member state audit. The audit has now been completed and therefore when completing the Paris MOU ship risk profile calculator, Owners and Managers of Bahamas ships can select the "Yes" option to the question "Is the Flag IMO-audited?"

The global economy is still sluggish and recovery following the world-wide recession is progressing at a slow pace, much slower than most of us would like. This has many implications for the shipping industry. With demand in Asia growing and consumption in the West falling, coupled with the expected oversupply of tonnage over the next few years, we are in for even more challenging times.

Antonios Faraklas, Chartworld's MD sums it up. "We are following with concern the existing global new-building programme as we see that the demand is more than covered by the current supply and we are hesitant at this point to proceed with committing to new projects."

This brings me to my final thoughts – the fight against piracy. Whilst we applaud the work of the multi-national naval force in providing protection for merchant shipping in the Gulf of Aden and the Indian Ocean, we cannot simply sit back and do nothing ourselves. Ships and crew are still being taken and whilst the lack of a legitimate Somali government is the fundamental problem, we in the shipping industry can and should play our part. But we must all be on board – from governments and flag states to shipowners and ships' Masters. We must all continue to work together especially to protect the safety of innocent seafarers. See an owner's experience on page 7.

Project Horizon— watch-keeping fatigue

It's one of the shipping industry's most pressing safety issues and now, ground-breaking research, being conducted at Warsash Maritime Academy, is due to lift the lid on some of the key questions surrounding the causes and effects of seafarer fatigue.

Maritime regulators, ship owners and trade unions all have a stake in the findings, which will be the first to use marine simulators to focus specifically on officers' watch patterns.

Although research has been carried out on tiredness and performance in other industries – including aviation and road transport – far less focus has been directed on the commercial shipping industry, where seafarers' fatigue can have huge consequences on the health of officers, passenger safety, commercial loss and the marine environment.

The €3.78m two and a half year Project Horizon – funded by the EU and supported by leading companies and regulatory bodies – sees Warsash Maritime Academy working alongside Sweden's Chalmers University of Technology, and the Stress Research Institute in Stockholm, to measure the effects of fatigue during simulator tests on seafaring volunteers. During the tests, volunteers take part in simulated seagoing and port-based operations on bridge, engine and liquid cargo handling simulators, while researchers measure brain activity, and capture other test data, to evaluate the impact that fatigue has on their decision-making and performance.

The data will be analysed at the Stress Research Institute at Stockholm University, with the ultimate objective of developing a fatigue management toolkit and making recommendations to shipping companies and seafarers on improving work patterns. Serving deck officers and engine room watch keeping officers, involved with handling oil



Professor Mike Barnett

cargoes and watch keeping on tankers, have been signing up to the project from all over Europe for the seven day "voyage".

Former chief officer, Professor Mike Barnett, heads up the project for Solent University. He was a recent speaker at the BIMCATS conference in Grand Bahama and explains: "There are increasing concerns over human safety, environmental damage and commercial loss due to watch officer fatigue, with the UK's Marine Accident Investigation branch citing it as a possible significant cause of collisions and groundings. But very little is known about how different watch patterns, for instance, six hours on, six off, influence performance. By placing experienced deck and engine room watch keepers in our simulators, we can see the effect of different watch keeping patterns on levels of fatigue in European waters over a seven day, 24 hour period at sea and in port. We're very hopeful that the study will provide some scientific basis for fatigue mitigation programmes, which is absolutely vital for the shipping industry."

Bahamas presents £1,394,500 cheque for 2011 IMO Assessment



Left to right, Commodore Davy F Rolle, Director/CEO, Bahamas Maritime Authority, Efthimios E Mitropoulos, Secretary General, International Maritime Organization, High Commissioner, Paul Farquharson, QPM, Bahamas High Commission, Michael Guy, Second Secretary/Vice Consul, Bahamas High Commission.

Piracy – the next steps?

BMA attended CMA Shipping on 22-24 March 2011. Significant among the many topics for discussion was the inclusion of piracy, which caused many present to express strong opinions over the worsening situation, evidenced by an escalation of pirate tactics, including murder!

A majority of delegates at the meeting were extremely disappointed at the lack of positive international action to eradicate this 18th century threat to 21st century global trade.

Recent international meetings about piracy include on-going discussions at the United Nations Contact Group on Piracy off the Coast of Somalia (UNCGPCS) and, in the context of the International Maritime Organisation World Maritime Day theme "Piracy – orchestrating the response", the Maritime Safety Committee continues to debate measures which may be implemented by ships.

Many owners have resorted to placing armed guards on board their ships when transiting pirate affected areas. The BMA has therefore

provided guidance in order to ensure that arms are carried on board in a responsible and controlled manner. Owners should refer to BMA information bulletin 128. The Bahamas has also co-sponsored a paper with the Marshall Islands to IMO's Maritime Safety Committee to promote the idea of an international body to ensure high standards for all maritime security service providers including, where applicable, the carriage of firearms on board.

Positive ending to a recent incident

A Bahamas flagged tanker which had been taken by pirates in the Indian Ocean was retaken by US marines, without injury to the crew. Central to the outcome of this incident



was the exceptional preparedness by the crew for such an event. The industry Best Management Practice was implemented to the fullest extent on board and the crew retreated to the citadel in good time to avoid any close contact with the pirates. Good communications were maintained with military forces in the area, which were able to board in the knowledge that the crew were not at risk of injury from any action being taken. The BMA is pleased to report that communications by the BMA duty Emergency Response Officer were fully effective in securing Bahamas government permission for foreign troops to board the ship at very short notice.

Safety of lifeboat release mechanisms

In March 1980 the Norwegian semi-submersible "flotel", *Alexander L. Keilland*, suffered a catastrophic structural failure and capsized in the North Sea. 123 people died.

One of the outcomes of the subsequent investigation was that the life-saving appliances were inadequate and it was noted that a number of lifeboats could not be released from their falls. The consequence of this specific factor was the introduction, in 1996, of the SOLAS requirement for on-load release mechanisms for lifeboat hooks.

As early as 1999, Australia brought concerns to the IMO Maritime Safety Committee (MSC) that serious accidents were occurring that involved the use of on-load release gear. This initiated the IMO discussions on the safety of on-load release gear which has been on the agenda ever since. Work has continued through the intervening period but finding a permanent solution has been hampered by the number of designs in circulation and the variable quality of models, and copies, placed on the market and selected for installation. However, SOLAS has been amended to introduce enhanced testing and inspection of this equipment and a number of IMO Circulars have also been issued to help to improve the safety of seafarers.

In 2010 the Maritime Safety Committee decided on an implementation date of July 2014 and tasked the Design and Equipment (DE) Sub-Committee to ensure that relevant SOLAS amendments, criteria for acceptance of existing hooks and guidance for retro-fit of newer and safer hook designs were completed at DE55 in March 2011 for acceptance at MSC 88 in May 2011.

While these final guidelines represent an improvement on the original requirements for on-load release gear, the proposal by The Bahamas - to ensure that every new hook is designed with safety redundancy, i.e. a secondary safety device independent of the hook release mechanism which mechanically locks the hook in the closed position for lifting and lowering, to allow ship's crews to fully participate in lifeboat drills - was not accepted. While this remains the case The Bahamas will maintain its existing policy on the use of Fall Prevention Devices and will support the over-riding authority of the Master to use such devices if considered necessary.

The new guidelines require that manufacturers must put forward all existing designs of release systems for evaluation, including a design review and a performance test, by an Administration. Once the evaluation is complete and satisfactory, an overhaul examination will be required on the ship itself and this would in all probability be done at the first drydocking after July 2014. In preparation for this, shipowners and managers should approach the manufacturer(s) of the hooks installed on board their ships to establish their intentions for evaluation. If a hook does not pass the evaluation, or the manufacturer decides not to submit a hook design then the hooks will need to be replaced.

While all of the above is subject to confirmation by the Maritime Safety Committee we do not anticipate that there will be substantial changes to the draft guidelines. A copy of these draft guidelines can be downloaded from the BMA's website at www.bahamasmaritime.com.

Finally, to improve the quality and participation in lifeboat drills, the BMA recommends that in cases where replacement hooks are to be installed, preference is given to any hook which features a secondary safety device, e.g. a hook pin.

BAHAMAS MARITIME CADETS CORPS AT BIMCATS

The Bahamas Maritime Cadets were well represented at BIMCATS by 45 young men and women from New Providence, Grand Bahama, Abaco and Andros Islands.

Cadets, ranging from 10th graders to 2nd mate license holders, enjoyed the many and varied exhibitions, attended most speaker sessions and were the centre of attention at a closed panel discussion featuring BIMCATS keynote speaker Mrs Cleopatra Dombria-Henry, Director ILO. Other distinguished panellists were the Hon Earl Deveaux, Minister of the Environment, Ian Fair, Chairman BMA, Peter Goulondris, Vice-Chairman BMA and Commodore Davy Rolle, BMA's Director. Cadets were given the chance to question the panellists on all aspects of the industry.



CRUISE SHIPPING MIAMI AND CMA 2011

Cruise Shipping Miami and CMA 2011 presented many opportunities for the Bahamas Maritime Authority to showcase its services as one of the world's leading ship registers.

Face to face communication with industry partners and clients is always invaluable, helping to establish new relationships and cementing existing ones.

This year, the BMA participated at CMA both as a sponsor of the Tuesday afternoon refreshment break and as an exhibitor. New York office staff were joined again by Commodore Davy F Rolle, BMA Managing Director and CEO and Robin Phillips, Deputy Director, Inspection and Surveys, who attended CMA for the first time and represented the BMA as one of the presenters. He spoke on the Maritime Labour Convention 2006 (MLC) implementation and provided an update on how the BMA expects the MLC to develop in the months ahead and what necessary actions may be required as a result, on the part of the shipowner.



Third Port State Control (PSC) Seminar – a personal view



The Caribbean Memorandum of Understanding on PSC seminar was held in Freeport, Grand Bahama Island from 1-3 February 2011. Jessica Taylor, Assistant Shipping Superintendent, Barbados, gives us an account of her experience.

"Before participating in the seminar, I had been conducting Port State Control inspections independently for just seven months. I therefore relished the opportunity to hone my skills and I was not disappointed.

"The inspections of the passenger ships were both eye-opening experiences, particularly the *Carnival Valour* which was inspected whilst on dry dock. Barbados does not have ship yard facilities and the significance of such a training exercise was not lost on me. I benefitted tremendously from the knowledge imparted by the class surveyors present.

"Aside from the practical component, the session with the Marine Accident Investigators' International Forum was very beneficial. It was my first exposure to any formal training with regard to marine accident investigation and it definitely whet my appetite, being fully cognizant of the fact that this is an increasingly important aspect of shipping. The presentation on the Human Element was also intriguing and, as with many roles in life, professionalism and diplomacy are indispensable tools in the quest for success. The importance of striking a balance between empathy and assertiveness was constantly illustrated.

CMOU - a trainers' perspective



Tio Devaney, Business Development Manager for Lloyd's Register and a Bahamian native was a key participant at the CMOU Seminar. It was an opportunity for the Register to share its experience with the attending Port State Control Officers (PSCOs). He said that although the knowledge and skill level of the PSCOs was varied, "it was evident that The Bahamas and its neighbouring Caribbean states have a wealth of knowledge and expertise in maritime safety that collectively continue to make shipping in the Caribbean region as safe as possible."

Mr Devaney reassured the BMA that safety has always been at the heart of Lloyd's Register and that it remains committed to working with The Bahamas and the Caribbean MOU to protect life and property and to promote safer shipping and cleaner seas.

Lloyd's Register has actively participated in the work of the CMOU and has supported the aims and objectives of Caribbean MOU training initiatives for PSCO from its inception.

"Overall, the seminar was very empowering and I am now better equipped as a Port State Control Officer in all aspects of my job. It would be remiss of me not to mention the warm hospitality which was meted out to us by the capable staff of the Bahamas Maritime Authority. The experience surpassed my expectations and I would encourage my counterparts in the region who are yet to benefit from any CMOU training exercises to grasp the opportunity, resting assured that they will not regret it."

Bahamas hosts MAIIF forum



David Squire - Secretary MAIIF (Left), Martti Heikkila - Chairman MAIIF (Centre), Davy Rolle - Managing Director BMA

The Marine Accident Investigators' International Forum (MAIIF) held their 20th meeting at the Our Lucaya Beach & Golf Resort Grand Bahama Island between 31 January and 4 February 2011, hosted by the Bahamas Maritime Authority.

Timed to coincide with a meeting of the Caribbean MOU and the BIMCATS 2011, this was an ideal opportunity for accident investigators from around the world to come together to discuss matters of mutual interest, not only between themselves but also with members of the CMOU and delegates attending BIMCATS.

MAIIF is an international non-profit organisation dedicated to the advancement of maritime safety and to the prevention of marine pollution through the exchange of ideas, experiences and information acquired in marine accident investigation. Its purpose is to promote and improve marine accident investigation, and to foster international cooperation and communication between marine accident investigators. Currently, the membership numbers some 70 individual representatives from over 40 administrations. The MAIIF members therefore bring to the international stage a wealth of technical experience from an international body of accident investigators.

41 delegates, representing 33 different administrations attended the 5-day meeting at which a variety of issues were discussed. A joint session with the CMOU provided an opportunity for both organisations to outline their aims and objectives and for an exchange of views, not least on how to encourage more Caribbean administrations into MAIIF membership.

High on the Agenda for discussion at this meeting were: Progress on implementation of the Casualty Investigation Code (IMO Resolution MSC.255(84)); fishing vessel safety; the use of Voyage Data Recorder (VDR) information in joint and parallel investigations; human factors in accident investigation; and pilotage issues.



Piracy – an owner's experience

Antonios Faraklas, MD,
Chartworld Shipping
Corporation, describes his
response to the seizing of one
of his ships three years ago.

"Unfortunately we had such an experience as a company in 2008 with our vessel *CAPT STEFANOS* being the first large ship and the first Bahamian vessel hijacked. The vessel was detained for 77 days and this period was very difficult for our group as a whole since it meant that a lot of our human resources were devoted on a daily basis to ensuring that our seafarers returned to their families as soon as possible and that our clients got their cargo in the best condition possible under the circumstances.

"The situation has worsened, especially in the last year, with the pirates obtaining better equipment and becoming more sophisticated.



This is clearly evident by the number and size of the hijacked vessels. We believe that the situation will only get worse unless proper action by naval forces is taken and political influence is exercised. Moreover, we should not forget that although in the last few years,

Somalia has monopolized the interest of all involved, piracy is a global phenomenon and there are still many incidents in West Africa and the South China Sea, which unfortunately seem to be more dangerous for the crew on board the vessels than the Somalia situation.

"Our approach to dealing with this problem is for our group to follow the Best Management Practices guide, with vessels being strengthened as much as possible, our crews being kept as vigilant as possible and with internal seminars for our office and vessels' personnel in order to keep them up-to-date with the current situation and make sure that they are completely familiar with BMP.

"We would look positively at putting armed guards on board our vessels but always provided that such an action would have the approval of all parties concerned with the safety of the vessel, including the flag."

Marina Operators of The Bahamas (MOB)

The Bahamas is undoubtedly one of the world's leading marina destinations and there is wide recognition within the country of the growing importance and huge potential for the economy of the marina and marina services sector.



Ms Shamaine Johnson, Mr Preben Olsen, Commodore D Rolle, Ricardo Delaney, Assistant Director, BMA, Mr Mike Stafford

Currently it is the third largest income generating activity in the country's tourism sector following the hotel and cruise ship industries.

"The beauty of the Bahamian waters and the abundance of migratory, pelagic and benthic marine resources are of great appeal to the boater," said Earl Deveaux, Minister of the Environment. "With some 64 marinas and 3,106 "slips in The Bahamas, Ministry of Tourism studies suggest that revenues from marinas are approximately \$25 million, a very small portion of our potential."

The Marina Operators of The Bahamas (MOB) was formalised in June 2009 under the direction of the Bahamas Hotel Association, and supported by the Inter-American Development Bank funded STEMM Project.

MOB's objective is to represent the needs and interests of its members by facilitating and

promoting profitability, competitiveness and the sustainable growth of the marina industry in The Bahamas. Tied to this, is the promotion of and adherence to operational and environmental standards and practices for the sectors' overall success. Key to the MOB's success is its ability to gain wide support and membership. To date the MOB has members representing islands from Abaco in the north to Long Island in the south and with a total of thirty-four marinas and marina service providers, membership is growing.

As the MOB moves into its third year, one of its priorities is to conduct a detailed economic analysis of the marina industry to assess its potential impact on employment, tax revenue, spending implications as well as its effect on other related businesses. After all, when people arrive in The Bahamas, they don't just cruise around the islands. They buy fuel, food and provisions, they may service or repair their

boats and many stay in hotels, travel by local transport and eat in the country's restaurants and cafes.

Beginning in May, 2011 with the support of the Centre for Development of Enterprise, the MOB will engage in a study to create a strategic competitive development plan for the marina sector of The Bahamas. The objectives of the project will include the creation of a strategic plan for the Marina Operators of The Bahamas and the marina sector, the establishment of an environmental standards program for marinas and an assessment of the current and potential economic impact of the sector on the economy of The Bahamas.

All of MOB's goals are accomplished through collaboration. The MOB works actively with the Ministry of Tourism, and Tourism Promotions Boards, The Bahamas Maritime Authority, and other public and private sector industry organisations to achieve its objectives.

New Appointments



Kenneth T Carey

Kenneth Carey was appointed in March 2011 to begin training as a nautical inspector for ports within The Bahamas. Currently based in the Nassau office, Kenneth accompanies the current Port State Inspector during PSC inspections.

He was introduced into the maritime industry in 2002 when he was awarded a scholarship by the Bahamas Shipowner's Association to study marine transportation. He studied for four years at the California Maritime Academy, where he received a Bachelor's Degree in Marine Transportation and also passed the US Coast Guards exam to become a licensed navigational officer. Kenneth graduated in 2006 and since then has been actively sailing on ocean going vessels on unlimited voyages.

Felicia Alleyne

Felicia Alleyne joined the New York office of the Bahamas Maritime Authority as an Administrative Assistant in February 2011. She recently graduated from the Hannibal La-Grange University of Missouri with a Bachelor of Arts Degree in History and Criminal Justice and she is also fluent in Spanish. Felicia wants to expand her knowledge of the maritime industry, and by constantly learning and growing from her experience at the BMA, she aims to be a valuable member of the Authority's team.



Retirement

Ronald Thompson has retired as Permanent Secretary of the Bahamas Ministry of Environment. Born on 22 September, 1946, Mr Thompson was first appointed to the Bahamas Public Service in September 1964. During his 47 years'

service, he has held appointments in various Government departments including Agriculture, the Ministry of Works, where in 1994 he was first appointed Permanent Secretary, Commerce, Agriculture & Industry, Economic Affairs, Office of the Prime Minister and Environment. He has also acted as Secretary to the Cabinet. He has travelled widely in an official capacity to the Islands of the Caribbean, the USA, United Kingdom, China and many other countries worldwide.

Despite such a long and illustrious career, Mr Thompson has also found the time to write and contribute to a number of specialist scientific publications on fish species and the fisheries of The Bahamas and elsewhere.

He has been the Distinguished President of the Kiwanis Club of Nassau for two terms and is currently a Board Member of the Children's Emergency Hostel and a member of the Deep Creek Association.

Mr Thompson holds a Bachelor of Science in Zoology, a Master of Science in Fisheries, Ecology and Biology and an Advanced Diploma in Public Administration/Policy Management. He is married with four children.



Your comments

If you have any comments about the Flag or need to tell us of a change of address please contact us.

edit@bahamasmaritime.com
120 Old Broad Street, London EC2N 1AR, UK

EVENTS CALENDAR 2011

COUNCIL (C) 106TH SESSION

27 June - 1 July • IMO, London

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC) 62ND SESSION

11 - 15 July • IMO, London

16TH ANNUAL CARIBBEAN PORT STATE CONTROL COMMITTEE (CPSCC) MEETING

25 - 28 July • Grenada

FACILITATION COMMITTEE (FAL) 37TH SESSION

9 - 15 September • IMO, London

DANGEROUS GOODS, SOLID CARGOES ON CONTAINERS (DSC) 16TH SESSION

19 - 23 September • IMO, London

FORT LAUDERDALE INTERNATIONAL BOAT SHOW

27 - 31 October • Fort Lauderdale

BAHAMAS SHIPOWNERS ASSOCIATION (BSA) ANNUAL GENERAL MEETING

1 - 2 November • Oslo, Norway

CLIA LEADERSHIP FORUM

29 November - 2 December • Hollywood, Florida

EXTRAORDINARY COUNCIL

17 - 18 November • IMO, London

27TH ASSEMBLY

21 - 30 November • IMO, London

107TH COUNCIL

1 December • IMO, London

Bahamas in Norway...

As part of the Bahamas Maritime Authority's drive to "know your client", a high-powered team from its London headquarters attended the Nor-Shipping trade fair in Lillestrom, Norway in May.

Commodore Davy Rolle led the BMA team which included senior executives from all of the Authority's key departments.



... and China

In June, the BMA sent another top-level team to Beijing to meet senior Chinese officials in the Ministry of Transport who have responsibility for maritime affairs. The BMA hopes that this visit will be a prelude to further contacts with Chinese shipping companies, shipyards and finance houses. BMA's new Hong Kong office plays a pivotal role in the Authority's on-going relationship with key players in China's shipping industry.