



The Bahamas FLAG

THE NEWSLETTER OF THE BAHAMAS MARITIME AUTHORITY

MARCH 2012 • ISSUE NO. 28

Bahamas re-elected to Council



The Bahamas was successful in its bid for election to IMOs Council in November last year. The Bahamas has served on the Council from 1991 to 1995 and from 1999 to the present.

In his address to the 27th session of IMOs Assembly, BMAs Chairman, Ian Fair, said that The Bahamas highly valued her membership in the IMO. "The Bahamas will thus continue to work constructively with all members of this organisation in pursuit of the goals of the Assembly. Moreover, we will work with all to ensure they are fully addressed."

High Commissioner visits IMO

His Excellency Paul Farquharson, Bahamas High Commissioner and Permanent Representative to the International Maritime Organisation (IMO), paid a courtesy call on Koji Sekimizu, Secretary-General of the IMO in February 2012. He was accompanied by Commodore Davy Rolle, Director and CEO of the BMA, who presented the Secretary-General with The Bahamas' assessed 2012 contribution of more than one million pounds. The two men discussed a variety of maritime issues.



Pictured from left: Michael Guy, Second Secretary and Vice Consul, High Commissioner Farquharson, Koji Sekimizu, Secretary-General of the IMO and Commodore Davy Rolle, Director and CEO, BMA.

High Commissioner Farquharson also took the opportunity to welcome the Secretary-General

to his new post and wished him well for his term in office.

Declaration on violence against seafarers

On 19 March, Commodore Davy Rolle, on behalf of The Bahamas Government, signed the "Declaration Condemning Acts of Violence Against Seafarers".

The signing ceremony was hosted by the Women's International Shipping & Trading Association (WISTA) at the start of the Shipping 2012 Conference in Stamford, Connecticut.

In his remarks to the audience, Commodore Rolle said that piracy was a true blight on

modern maritime trade but that only some aspects made the headlines. "We may read about the 'threat to shipping' in quite abstract terms," he said. "We may also read that a ship has been released on payment of a ransom of millions of dollars but at the

very heart of every story is the crew - the hostages - ordinary seafarers who have been held in conditions where food and water are rationed, but intimidation is not. Held in conditions of unimaginable squalor and guarded by armed young men."

"Let us never forget the seafarers who pay the human cost of piracy."

"With that in mind," the Commodore said, "we believe that our commitment to this declaration, and the complementary 'Maritime Humanitarian Response Programme' will provide a strong signal that Bahamians remain aware and concerned about the dangers faced by seafarers from all states. And, in recognising their courage, let us look forward to the time when piracy is a distant memory."



New Chairman for BSA

George Pateras, Managing Director of family owned Aegeus Shipping SA, has been elected as the new Chairman of the Bahamas Shipowners' Association. See page 6 for further details.



Director's message

All too often in recent years, we have turned to technology as the panacea for all our problems. We may even have become too reliant on machines, computers and gadgets of one sort or another.

It is difficult these days to imagine how we ever managed without email and mobile phones. But the problem with technical solutions is that invariably they have erected barriers between clients and those providing the service.

That is categorically not the case with the Bahamas Maritime Authority. For us, service is king. Technology has its place but it should be used sparingly and for a purpose. That purpose is to simplify and facilitate the mundane and leave us free to concentrate on our clients' needs. We are justifiably proud of the level of service that we provide to our clients. All our ship owners know that they can contact us, have their legal and technical issues dealt with, have input into the regulatory process and have their concerns heard and actioned promptly.

At a demanding time for the passenger shipping sector, it is more important than ever for flag states to focus on safety considerations for the ship owners they serve. The Bahamas is mindful of the ongoing marine casualty investigation into the incident involving the *Costa Concordia* and our thoughts and prayers are with the family and friends who have lost loved ones.

As the major flag state for passenger ships, however, this should not preclude any approach to review existing requirements and measures. As such, the BMA continues to actively participate in all the discussions on passenger ship safety at a regulatory level at the International Maritime Organisation and we are reviewing our safety measures and requirements while engaging our Bahamian flagged ship owners.

The BMA acknowledges the excellent safety record of the cruise industry and we are aware of the proactive approach they are undertaking. We endorse this approach and we will collaborate in the review, while maintaining our commitment to work with our owners to achieve safer ships.

Passenger ship safety - what next?

The tragic event in January 2012 involving the *Costa Concordia* has resulted in passenger ship industry groups undertaking an operational safety review of their existing safety measures and procedures in order to make a comprehensive assessment of the critical human factors and operational aspects of maritime safety.

Future developments or changes of regulation will be dependent on the findings of the official Italian investigation into the accident. Notwithstanding these ongoing measures and as a matter of priority, the BMA invited its passenger ship owners to a meeting on 14 March in Miami to discuss whether anything else can be done, either under existing requirements or through the development of new requirements/guidelines, to prevent future tragedies.

Topics discussed were wide ranging, from drills and musters to training for crowd and crisis management, from emergency procedures to lifejacket provision as well as any immediate or future action proposed by passenger ship industry groups.

Commodore Davy Rolle, who opened the meeting, explained that he wanted a constructive dialogue with BMAs ship owners – a sharing of views, problems and solutions –

so that any gaps or challenges in safety and security within the industry could be identified and supported for possible submission to the IMO in due course.

The industry's on-going operational safety review was outlined as well as the commitment to provide the outcome and any recommendations to the IMO.

In conclusion, the BMA highlighted the importance of the Bahamas shipowners in collating and submitting views to the Authority, invited attendees to participate at any IMO meetings as part of the Bahamas delegation, reported that the Authority had appointed a Passenger Ship Liaison Officer, guaranteed that it would use the feedback from the meeting during the IMO regulatory discussions on passenger ship safety and undertook to hold regular future meetings with passenger ship owners and managers.

IMO News

Observer status at the IMO

by Paul Sadler, Accredited Observer of the International Association of Classification Societies (IACS) to the IMO

IACS Anyone attending IMO will notice all the names of the countries arrayed before them. But sitting behind them are a large number of cards with acronyms written on them. Many are familiar; ICS (International Chamber of Shipping), ITF (International Transport Workers Federation) and some less so, SYBass (Super Yacht Builders Association). All are observers and all have the ability to make contributions to the work of IMO. But one which makes a significant contribution to the work of the IMO through the provision of expert advice is the International Association of Classification Societies (IACS). Paul Sadler of IACS explains the position, status and role of such observer organisations:

The International Association of Classification Societies (IACS) has been granted NGO status at the IMO on a



continual basis since 1969. It is unique in the technical expertise and experience it can offer the IMO, based on the 13 Classification Societies it represents who also undertake a very significant proportion of the statutory survey and certification activities that are delegated to them by the Organisation's Member States. In particular, as a 'one-stop-shop' where it can bring issues related to the global and consistent implementation of IMO instruments, the relationship it has with the IMO as an NGO is particularly valued by IACS and its Members."

IMO's role

by Koji Sekimizu, Secretary-General, International Maritime Organisation

In these times of uncertainty, when shipping's fortunes are interwoven with the state of the world economy, it is important that we do not lose sight of IMO's prime role as the global standard-setting authority for the safety, security and environmental performance of international shipping. We must strive to create a level playing-field so that ship operators cannot address their financial issues by cutting corners and compromising on safety, security and environmental performance. Creating a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented with only a minimum of administrative burdens remains key, while difficult financial times for Governments compel a tight and efficient budget and expenditure control.

IMO must be a cost-conscious, forward-looking Organisation. We face difficult times with many challenges. But if we face them together, I am sure we can turn challenges into opportunities, and opportunities into solutions.

Combating piracy remains a high priority. More needs to be done to protect ships at sea and more needs to be done on land. My appointment of a Special Representative for Maritime Security and Anti-Piracy Programmes will allow IMO to maintain its pivotal position in the coordinated response that piracy demands. I met the UN Secretary-General Mr Ban Ki-moon in New York, in January, and he gave his endorsement to my proposal that capacity building in Somalia and neighbouring countries should be enhanced through better co-operation between IMO and the UN, UN specialised agencies and other relevant international organisations. I was also pleased to participate in the London Somalia Conference

on 23 February. In May, we will hold a Capacity-building Conference on Counter-Piracy, and the Maritime Safety Committee (MSC) will devote a high-level segment to discussing the issue of arms on board ships.

Even before the *Costa Concordia* incident, the safety of ships was always going to be in sharp focus for IMO during 2012. Now, safety will feature even more prominently. IMO will be represented as an observer on the body overseeing the casualty investigation, in order to monitor progress closely and remain abreast of emerging issues, as they arise. I have also added an item on Passenger Ship Safety to the agenda of the Maritime Safety Committee, to provide an opportunity for IMO Members to consider any related issues. IMO is the right place to learn the lessons from the incident and ensure they are acted upon.

This year will also see the UN Conference on Sustainable Development, Rio+20, in Rio de Janeiro in June. We are supporting the Rio+20 process and promoting environmentally sound and sustainable shipping through regulatory and technical co-operation work, all in the context of sustainable development.

There are many other challenges that we face: ensuring effective implementation of the adopted energy efficiency measures and developing appropriate market-based measures for greenhouse gas emissions from international shipping; continuing to offer, and deliver, meaningful and effective technical co-operation and capacity building; the introduction of the IMO audit scheme as a mandatory measure; plus, of course, all the many and varied technical issues that arise, all the while making sure that shipping continues to be regulated by global standards, adopted by consensus where



Mr Koji Sekimizu was elected Secretary-General of the Organisation by the 106th session of the IMO Council in June 2011 for an initial four-year period beginning 1 January 2012. The election was endorsed by the IMO's Assembly at its 27th session in November 2011.

possible and applied universally. It is true that some of today's challenges cut across political, technical and legal issues. IMO should, therefore, provide the forum for discussion and in-depth analysis of all these issues.

I feel very strongly that IMO needs to act in the interests of all those who rely on shipping as the delivery mechanism of global trade – and that means the vast majority of the world's population. We all need a shipping industry that is safe, secure, environment-friendly and efficient, and it is IMO's job, as the global regulator, to make sure that is the case.



BMAs role at IMO

The Bahamas has always had a strong presence within the plenary sessions of the IMO.

For example, in 2010, Captain Dwain Hutchinson, was elected as Chairman of the Flag State Implementation Committee. This critical committee deals with all issues related to how the Flag State puts in place all those regulations that IMO produces. In addition, it is the sub-committee charged with primary responsibility for Port State Control procedures. So it is a great privilege and responsibility for The Bahamas to chair that group. But much

work goes on away from plenary in the main hall. At each meeting there are normally five groups which work on the detail of each new regulation. The BMA takes a very active role in all of those technical discussions often supported by representatives of its owners. In addition to this active participation, BMA staff have also chaired several of those groups including ones on enclosed space safety, MARPOL Annex VI amendments that brought in the Energy Efficiency Design Index (EEDI), and the editorial and technical group for the International Maritime Solid Bulk Cargoes (IMSBC) Code.

BUSINESS DEVELOPMENT AND CLIENTS' VISITS...

... to France and...



... Germany



Passenger ship owners meeting in Florida



Bahamas Shipowners' Association AGM



Cruise Shipping Miami



Connecticut Maritime Association (CMA)



IMO Council Elections





New Chairman for BSA

George Pateras, Managing Director of family owned Aegeus Shipping SA, has been elected as the new Chairman of the Bahamas Shipowners' Association (BSA).

George joined the BSA Executive Committee in 2009 and with over 30 years' experience in the shipping industry, he has already made an invaluable contribution to the Association in many fields including those of war risks insurance, strategic sealift and in particular with the International Chamber of Shipping (ICS), where he serves as the permanent representative on the Marine Committee.

Looking ahead, and amongst a variety of goals, George wants to expand BSA membership, to increase the service the Association provides to its members and to build an even stronger relationship with the BMA. We wish him many congratulations and look forward to working ever more closely with our owners via the Association.

Born in London, George attended Westminster School, obtained a BSc in Marine Engineering from the University of Newcastle and an MS in Naval Architecture & Marine Engineering from MIT. He holds board positions on a number of influential bodies including NATO's Transport Group (Ocean Shipping).

BSA + BMA = benefits all round

As we have seen on page three, the International Maritime Organisation is of vital importance to all who are involved in shipping.

IMO's core function is to generate legislation that covers each and every aspect of the global maritime industry, from safety at sea to design and build, from environmental pollution to seafarer training and the whole gamut of issues in between. And it is almost stating the obvious that for ship owners to influence the legislative process they must get involved and contribute. How else will legislation be drafted that incorporates industry best practice, that recognises genuine concerns, or that embraces new and exciting ideas? This is where the Bahamas Shipowners Association fits in.

Captain Patrick Cornelius is the BSA permanent representative at IMO and attends a majority of the meetings. He briefly explains below how the system works and asks BSA members to support the BMA by actively documenting their concerns and by pushing for realistic changes or new requirements.

Generally speaking, legislation, through Conventions, Codes and Resolutions, is generated by proposals put forward by Member Governments or Non-Governmental Organisations (NGOs). At other

times, IMO Committees and Sub-Committees request proposals and ideas from Member Governments and observer organisations.

All changes to Conventions, Codes and Regulations and all new regulations have to be agreed by consensus at the various IMO meetings, and IMO coordinates the final agreements made. There are of course rules of procedure on how the changes or new proposals are made and agreed but the thrust is from the floor. Proposals then go forward to working groups with strict terms of reference.

Ship owners' and their representatives can have a significant impact on what is discussed at these meetings and therefore on the resulting legislation. By providing the Bahamas Maritime Authority, directly or through the Bahamas Shipowners Association, information, data, concerns or ideas, appropriate documents can be submitted to IMO meetings. Without such an input, the BMA cannot fully represent its owners. A more direct route is for ship owners or their representatives to attend IMO meetings in support of the BMA. The BMA can also support delegations with similar concerns. A general consensus has a bigger voice and is more likely to effect change.

The ultimate equations: active involvement, based on industry best practice = influence and change; no contribution = no voice. The choice is obvious!

From Cadet to IMO

A personal view by Kenneth Carey



Growing up in the coastal region of The Bahamas, I always had an interest in the maritime industry but I've come a long way

since the days of watching ships pass by on the distant horizon. I got my official start thanks to the Bahamas Shipowner's Association who awarded me a full scholarship in 2002. Four years of training on the deck-side of the industry – navigation – took me from a relatively sheltered background to the far reaches of the earth – literally! During this time I learned constantly, everything from swabbing the deck to manoeuvring a convention sized training ship during berthing operations.

After putting in my required sea time, I passed my USCG examinations to become an officer in charge of a navigational watch. The learning now began in earnest. I sailed on bulk tramp ships which meant a global portfolio of nearly 5000 charts, remote ports with severe draft restriction, heavy cargos that put the ship's construction to the test and semi-fluid cargos that meant there was no second guessing your stability calculations. But things were

constantly changing. As I sailed, there were always new amendments to regulations, numerous inspection, including class, flag and PSC aimed at keeping the seafarer safe while doing his very vital job of transporting the world's cargo. The regulatory side of this industry intrigued me and when in March 2011 I was recruited by the Bahamas Maritime Authority (BMA) as a trainee port state control officer, I finally got first-hand experience. I have participated with the BMA technical team at the IMO Flag State Implementation (FSI) sub-committee meeting which enabled me to actively engage in the regulatory process.

So, I have come a long way from being a ship gazer to being a Bahamas delegate at an international level. I feel humbled to have made it this far and I look forward to having a greater impact on the maritime industry for years to come.

Seafarers, manning and

BORIS

All ships and units registered with The Bahamas must comply with the international and national requirements to be sufficiently and efficiently manned with appropriately trained personnel.

Safe Manning

As a part of the registration process, a safe manning proposal is submitted by the owner/manager to the BMA. The BMA will assess the proposed manning level, taking into consideration the requirements of the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers 1978 as amended (STCW Convention), the International Labour Organisation (ILO) requirements and the international guidelines relating to manning of ships (IMO Resolution A. 1047(27)) and training/manning for offshore units (IMO Resolution A. 891 (21)). If the assessment is satisfactory, the BMA will issue a Safe Manning Document and continued compliance with the manning level will be verified during the flag state inspections and statutory audits.



Seafarers

All seafarers employed on board Bahamas-registered ships must be trained and appropriately certificated in accordance with the applicable international requirements for their assigned shipboard duties. The Bahamas recognises STCW certificates issued by the

majority of the national maritime administrations and the BMA issues Flag State Endorsements and certification for:

- Officers: Navigation, Engineering, GMDSS and Electro-Technical
- Ratings
- Tanker personnel: Oil, Chemical and Liquefied Gas
- Ship Security Officers
- Offshore personnel: Offshore Installation Manager, Ballast Control Operator, Barge Supervisor, Maintenance Supervisor

Recognising that some seafarers may require evidence of sea service, the BMA also issues Seaman Record Books.

BORIS

The Authority offers an enhanced customer service with a web-based system known as BORIS (Bahamas On-line Registration System) which enables registered users to:

- securely submit seafarers applications 24/7 directly to the system
- automatic receipt/acknowledgement of applications so that for applicable certificates, the seafarer can join and serve onboard the affected ship
- make payments and actively monitor/track the progress of applications,
- verify the validity of existing Bahamas certificates, and request duplicate/renewal documents.

As well as these benefits, this technology is environmentally friendly (paper applications and supporting documentation not required), cost effective (no cost for registration and reduction of postal fees) and it provides a level of control for the customer (direct data input) and increases accuracy of seafarer data.

The BMA is mindful that owners and managers invest and engage in the training of their seafarers and owners/managers of Bahamian-registered ships may apply to the BMA for the approval of any in-house/onboard STCW Chapter V or VI training for persons intending to serve or serving onboard Bahamian ships. The BMA will assess the proposed training, taking into consideration the international guidelines and, if the training complies with the requirements, a STCW approval document will be issued. The BMA will conduct periodic audits to ensure compliance is maintained.

Internship

International Oil Pollution Compensation Fund

Kimberley Moxey Casualty Department

Sitting within, but separate from IMO is the International Oil Pollution Committee (IOPC). It is an organisation that takes its authority from IMO Conventions, but operates independently. In July, the IOPC asked for nominations from Member States for people to take part in a pilot internship scheme. Kimberley Moxey of the

BMA's Casualty Department was selected from many candidates to take part. Over the week-long internship, Kim was immersed in the work of IOPC. The main thrust of the organisation is to respond to individual claims for compensation following an oil spill from a ship. Kim saw how this operates and how the various funds generate their monies. This internship has provided a valuable insight into the work of the IOPC.



New Appointments



Stephen Keenan

Head of Inspections and Surveys department

Stephen has now taken over as head of BMAs Inspections and Surveys Department. He has worked within the department since January 2009. Previously he was technical manager for a fleet of chemical tankers. In addition to his shore based technical

background, he served at sea as a chief engineer. He has provided technical and regulatory services to our owners, as well as managing the port state control activities of the flag. Stephen brings a wealth of knowledge and experience to the post, which will ensure that the Inspections and Surveys Department maintains its solid reputation for technical competence.

Captain Jahangir Hussain

Technical Director, Hong Kong

Jahangir brings to the BMA a broad range of experience and qualifications. He combines command experience, gained on board general cargo, bulk carriers and multi-purpose vessels, with a law degree and an MBA. He also has a Barrister at Law qualification awarded by the Honourable Society of Lincoln's Inn. He came to the BMA from the UK administration where he had served as an Examiner of Masters and Mates, as a Principal Surveyor and as a delegate to IMO. Furthermore, Jahangir was trained in the UK Government's Department for Transport Talent Pool scheme from which he graduated in 2010. All of this experience has proved to be vital to the BMA, especially in the light of the recent changes to the STCW convention and the likely entry into force of the MLC.



Carol Dames

Carol is originally from The Bahamas and has resided in England for many years. Carol joined the Authority's London Office in July 2011 as an Administrative Assistant in the Seafarers and Manning Department. She has a degree in economics from the University of London.

Katie B Clarke

Mrs Clarke began her career with the Bahamas Government in 1981 in the Port Department. In 1987 she transferred to the Maritime Division of the Ministry of Transport. In 1995 when the Division became an "Authority", Katie was seconded and then officially transferred to the Bahamas Maritime Authority as an Administrative Assistant, later promoted to Registration Officer. In 2009 she was appointed Registrar of Shipping. Katie was recently promoted to Assistant Director in the Nassau Office.



Kyra Fraser

The Contact Group on Piracy off the Coast of Somalia (CGPCS) held its Eleventh Plenary Session in New York in March, under the chairmanship of the United Arab Emirates.

Kyra Fraser of the BMA's New York office represented The Bahamas at the meeting where she delivered a statement reiterating The Bahamas' national policy with respect to the threat of piracy. She noted that The Bahamas has maintained a consistent desire to cooperate to the greatest extent possible in the fight against piracy. The implementation of Best Management Practices has had a major impact on the number of vessels apprehended by pirates and The Bahamas' firearms licensing regime has been successfully applied to the carriage of armed guards on Bahamian registered ships.

EVENTS CALENDAR 2012

LEGAL COMMITTEE (LEG) 99TH SESSION

April 16 - 20 • IMO, London

STAND R27

SEA JAPAN

April 16 - 20 • Tokyo, Japan

IOPC FUNDS

April 23 - 17 • IMO, London

STANDARDS OF TRAINING AND WATCHKEEPING (STW) 43RD SESSION

April 30 - May 4 • IMO, London

MARITIME SAFETY COMMITTEE (MSC) 90TH SESSION

May 16 - 25 • IMO, London

BMA POSIDONIA LUNCION

June 1 • Piraeus, Greece

STAND 2210

POSIDONIA

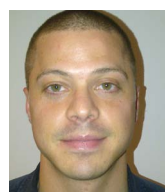
June 4 - 8 • Piraeus, Greece

MARINE MONEY FINANCE FORUM

June 21 - 23 • New York

IMO COUNCIL © 106TH SESSION

June 18 - 22 • IMO, London



Geoffrey Guy

Newly promoted to Licencing Officer, Geoffrey Guy, graduated with a Degree in Law from Durham University (LLB hons Dunelm). He started at the BMA as their front-of-house receptionist in 2008 and moved to the Seafarers and Manning Section in 2009. Since then Geoffrey has worked on a range of projects from LRIT to BOSS and is currently working on the newest online system BORIS.



Samantha Pinder

Samantha Pinder joined the Bahamas Maritime Authority as Administrative Assistant in November 2011. She graduated from the University of East London with a Bachelors Degree in Law. Samantha works in the Registration Department.

Victoria Sammagard

Originally from Sweden, Victoria has lived and worked in Austria, Greece, Scotland and England. Since moving to London in 2003 she has mainly worked in the hospitality industry and government departments. Victoria joined the Authority's London Office in July 2011 as an Administrative Assistant.



Leon Dorsett Msc, FCCA, MCM

Leon Dorsett joined the Authority in November 2000 as the Financial Controller. He was promoted to Assistant Director of Finance & Administration in July 2010 and in November 2011 he was promoted in an acting capacity as Deputy Director of Finance & Administration. Leon is a qualified accountant and a fellow with the Association of Chartered Certified Accountants (ACCA).