



# The Bahamas FLAG

THE NEWSLETTER OF THE BAHAMAS MARITIME AUTHORITY

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## New Ministers for the BMA...



Glenys Hanna-Martin

The Honourable Glenys Hanna-Martin, MP, is the new Bahamas Minister of Transport and Aviation and The Honourable Hope Strachan, MP, is the new Minister of State.

Amongst other responsibilities, the Ministry will play a role in the overall future direction and development of the Bahamas Maritime Authority as well as that of the Port Department. In her Budget speech to Parliament, Minister Hanna-Martin said that she wanted to strengthen the relationship between the two organisations on technical matters and she highlighted the BMAs commitment to the highest standards.



Hope Strachan

## ... and new BMA Board

**Anthony Kikivarakis** - Chairman  
**Peter John Goulandris** - Deputy  
**Bertha Cooper-Rousseau** - Member  
**Ellie Hepburn** - Member  
**Gary Christie** - Member  
**Michael Symonette** - Member  
**Dudley Martinborough** - Member  
**Diana Lightbourne** - Secretary

QUALSHIP21  
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## END OF AN ERA

## Doug Bell retires



The BMA was in its infancy when I joined as Deputy Director for Maritime Affairs in June 1996.

It was housed on the top two floors of the Bahamas High Commission, the third floor of which had been converted into office space, but the fourth floor, where the technical staff was housed, had been a flat and was still in its original state - my room was a kitchen, complete with all the fittings.

My first task was to acquire a desk and have a stand-alone computer installed. I also had to deal with large quantities of documents, many still in their original unopened envelopes before it was possible to start work. The technical staff at that time consisted of myself and two assistants to cover surveys, inspections, manning, IMO and any other task that came along apart from casualty investigations which were dealt with by a fourth person. In addition, I had responsibility for some two hundred non-exclusive inspectors around the world carrying out annual inspections on Bahamian ships.

In the sixteen years since that rather limited start, the BMA has gone from strength to strength.

Representing The Bahamas at IMO became my primary responsibility and interest, and has given me great satisfaction. In 1996, The Bahamas was almost unknown at IMO and its views were not regarded as being of any consequence. Now, with an active presence at all meetings, the Bahamian voice is held in high regard and its opinions are sought by many delegations. The Bahamas is considered a serious maritime country which tries to achieve the highest standards.

I would like to think we have also been very instrumental in changing the negative views of 'Flags of Convenience'. At the first meeting of the International Labour Organisation I attended in 2000, two lecturers, from London and Cardiff, spoke at great length on the shortcomings of 'Flags of Convenience' to my dismay. During subsequent meetings, which eventually led to the Maritime Labour Convention being accepted, representing The Bahamas I was privileged to chair most of the government meetings as well as a number of working groups and to eventually act as rapporteur at the final conference. Now, the attitude of most governments, shipowners

and many of the seafarer representatives has changed and the term FOC is seldom heard. These meetings also enabled us to support the rights of all seafarers and ensure that the MLC became recognised as the 'Seafarers Bill of Rights'.

One of my more interesting tasks in recent years has been to be part of the Bahamian delegation at the last three United Nations Climate Change Conferences and to be able to promote the maritime view at those meetings. To date we have been successful in ensuring that the IMO is recognised as the body which should be responsible for controlling the emission of Greenhouse Gases from ships, which is important for the maritime world.

When I joined the BMA it was on a three year contract and I little thought that the three years would become sixteen. It has been a great pleasure to work as part of the Bahamian family. I am not a Bahamian but I do feel a great attachment to the country and it has been a great honour to be able to help in some small way to advance its maritime aspirations.

## BMA at Posidonia...

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## ... and at SeaJapan

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## Director's message

Firstly let me welcome our two new Ministers, the Hon Glenys Hanna-Martin, MP, and the Hon Hope Strachan, MP. The Transport and Aviation Department's agenda for improvement to and enhancement of The Bahamas maritime sector is very heartening and I am very much looking forward to working with both Ministers and the new Board.

My only regret is that I will not have the invaluable support, advice and friendship of Doug Bell who is finally taking a more than well-deserved retirement. I can add very little to the tributes that so many of you have paid to Doug. Suffice to say that all of us at the BMA, me in particular as the "new kid on the block", will miss his wisdom, his experience and his incredible knowledge of all things maritime.

Our recent visits to Posidonia in Athens and Seajapan in Tokyo were a great success and we are now building on the many useful links we forged. We are working hard to further enhance our technical "know-how" and service delivery in the Far East and our on-line customer service, BORIS, is progressing extremely well.

Finally, I am delighted to announce that The Bahamas has achieved Qualship 21 as explained below – a significant step in our goal to be the highest quality Register in the world.

## Bahamas qualifies for Qualship 21

The Bahamas has qualified for the US Coast Guard's Qualship 21 programme for the first time.

A FlagState is considered eligible for Qualship 21 when it has a detention ratio of 1.0% or less on a three-year rolling average and it has completed, or requested, its IMO Voluntary Member State Audit (VIMSAS).

The three-year rolling average is calculated on the basis of a ratio of the sum of safety related detentions in the previous three calendar years to the sum of "distinct arrivals" in the previous three calendar years. A distinct arrival is defined by the US Coast

Guard as "a vessel subject to the US Port State Control (PSC) Program, which called upon at least one US port during the calendar year. A vessel that called upon numerous US ports only counts as one distinct arrival".

The 2008-2011 three-year rolling average for The Bahamas for Qualship 21 is 1.02%. It should be noted that the three-year rolling average ratio of detentions to inspections in the US is lower at 0.82% as the number of inspections is higher than the number of distinct arrivals.

The Bahamas Maritime Authority is proud to have achieved eligibility for Qualship 21 and thanks all owners and managers of Bahamian ships, their Masters, Officers and crew for their part in achieving this significant milestone.

# IMO News

The BMA continues to attend all meetings held at the International Maritime Organisation. Of particular interest over recent months were the outcomes of the Maritime Safety Committee, the Legal Committee, and, most recently, Council.

However, the most significant development over this period is not one which originated from the IMO. Doug Bell, who has served The Bahamas at IMO with great distinction for some 16 years, decided to retire. His contribution throughout this period cannot be over-estimated and the many tributes paid to him are a true testament to the esteem in which he is held.

The 90th session of the Maritime Safety Committee differed from previous sessions in that a dedicated high-level segment was held to discuss the issue of the carriage of firearms on board ships to guard against Somalia-based piracy. It was agreed that regulation of armed guard providers was necessary and guidelines were produced, pending production by the International Standards Organisation, of suitable criteria for certification.

The 99th session of the Legal Committee had three principal outcomes:

- to amend the limits of liability in the 1996 protocol to the 1976 Convention on Limitation of Liability for Maritime Claims (LLMC)
- work should commence on the development of guidelines relating to preservation of evidence and pastoral care of victims of serious crimes on board ships
- the Committee would continue to discuss issues relating to transboundary pollution from offshore sources.

Council met in June for its 108th session. As the body responsible for the administration of IMO's work, the majority of its activities are directed towards improving efficiency and financial matters. Significant decisions reached related to translation in meetings and authorisation for temporary financial support to the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC).

## Passenger ship safety

Over the last ten years the increasing tonnage and number of persons carried on board passenger ships resulted in the IMO considering and introducing a number of regulatory requirements.



They aimed to enhance the overall level of safety without limiting innovation or the technological development of these ships.

Notwithstanding this positive and proactive approach, the incident involving the *Costa Concordia* has once again placed passenger ships on a high priority agenda at the IMO. The Bahamas has actively participated in discussions on this subject at the 90th session of the IMO Maritime Safety Committee (MSC) and we applaud the IMO's timely response to this incident.

The Bahamas considers that the international community should await the outcome of the Italian Administration's investigation into the incident before proposing any additional regulatory requirements. At the same time, we are fully supportive of the approach taken by the passenger ship industry and of the IMO's

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# Goodbye to an “icon” in the maritime world...

## Koji Sekimizu, IMO Secretary-General

Doug's contribution to the work of IMO started many years ago as a representative from the host country, the United Kingdom, but it has been in the latter part of his career, representing The Bahamas at IMO, that Doug made his mark – attending all of the Organisation's meetings, from sub-committees to the Council and Assembly and always providing insightful and probing comments on a wide variety of issues: from budgets to ballast water.

Doug will be particularly remembered for championing a totally new way of addressing the regulation of international shipping. Whilst the traditional approach based on experience and good practice has a place, Doug saw the benefits to be gained from more structured and scientific approaches to the development of regulations. He was particularly interested in the then new concepts of formal safety assessment (FSA) and later goal-based standards (GBS), ensuring that The Bahamas was participating in those developments in a leading role.

Doug's contribution will be missed but his ideas and initiatives will live on in the work of the Organisation to the benefit of safety of life at sea and protection of the marine environment for many years to come.

## Ian Fair, former Chairman, Bahamas Maritime Authority

On behalf of the Board of Directors of the Bahamas Maritime Authority and also personally, I wish to acknowledge and express our deep appreciation for the significant and invaluable contribution which Captain Doug Bell has made to the development of the BMA, since its inception in 1995.

Doug is an “icon” in the maritime world and the BMA has been most fortunate to have had his wise counsel and broad knowledge of the industry for the past sixteen years.

Doug's involvement at the International Maritime Organisation and his participation in the number of important initiatives which The Bahamas has introduced and promoted cannot be understated.

We wish Doug all the very best as he enters the next stage of his life and commences his well-deserved retirement.

## Peter John Goulandris, Deputy Chairman, Bahamas Maritime Authority

It gives me great pleasure to offer my thanks and appreciation to Capt Douglas Bell for his distinguished service to The Bahamas, and to the global maritime community. Doug came to the Bahamas Maritime Authority, having already completed very distinguished careers in the maritime and maritime regulatory fields. For many individuals, that might have been enough. But Doug Bell went on to write another remarkable chapter of leadership in the maritime field.

The Bahamas entrusted Doug with the complex tasks of helping to craft international maritime policy at a time of great regulatory challenge. In turn, Doug served his “adopted” country, The Commonwealth of The Bahamas, with great skill, steadfastness and loyalty. Working with his BMA colleagues, with the High Commission, and in consultation with Bahamas-flagged shipowners, Doug brought his experience, clarity, wisdom and a deep practical sense to bear on the complex issues of the day. His influence at the IMO on behalf of The Bahamas was impactful, and unfailingly constructive. “What is The Bahamas' position? What does Doug Bell say?” were words often spoken in the corridors of the world's pre-eminent maritime regulatory institution.

Doug's legacy, on behalf of The Bahamas, is and will be a significant one. From “Goal-based Standards”, to the Maritime Labour Convention, to a panoply of maritime issues, those who own, who operate, who regulate and who sail aboard ships will benefit for years to come from policies that Doug has influenced and helped to put in place. Just as importantly, Doug has set an important example, a high standard to be met by all of the very capable Bahamas Maritime Authority personnel that will follow in his footsteps in proudly representing The Bahamas in international maritime fora.

Thank you, Doug, for your service, and for your unfailing courtesy. I wish you a long, happy, healthy and productive retirement.

## Davy F Rolle, CEO and Managing Director, Bahamas Maritime Authority

I first met Doug Bell in 1998 when I was still Commander Defence Force.

Over the intervening years, I have never seen anything other than total dedication and commitment to whatever goals he was tasked with. But much more than that, Doug adopted a holistic approach to everything that he did. He would always look for the value-added for The Bahamas, and indeed that our obligations as a Flagstate were being fulfilled.

I have nothing but admiration for Doug. He is tough but courteous to a fault. He is supportive but never a shrinking violet if he thinks something needs to be tackled. His honesty and integrity are unquestioned.

We will all miss his immense contribution to the success of this organisation and to the global maritime industry.



# ... to an “elder statesman”

## Jeffrey Lantz, Chair, IMO Council

I have always admired the dignified, professional and respectful way in which Doug comported himself at IMO. He could be relied upon to make the most cogent, eloquent and professional interventions to effectively convey his position. Today, when so many of us read intricate, lengthy and prepared statements from paper, laptop or iPad, Doug was a throwback. He used none of these crutches and yet always spoke better than any of us.

This is not to say Doug lived in the past: quite the contrary. I vividly remember him advocating a move to paperless meetings. Looking guiltily at my six inch thick binder of IMO papers and reference documents I clearly recall thinking “he’s right”. Today, I’ve followed his example and gone paperless.

Doug and I were not always in agreement but I always valued his opinion. He provided a perspective that certainly helped balance mine. I always made it a point to carefully listen when he spoke and I encouraged others to do the same. I’ll forever cherish the advice and guidance he gave me during our time together.

Doug will be missed and, in saying farewell, we hope he enjoys fair winds and following seas in his well-deserved retirement. The IMO needs more delegates like him to provide us with the comity we need as we address the immense problems facing international shipping. Most importantly, the world needs more men and women like Doug Bell. I know if I ever have the opportunity to meet and talk with him again, I’ll be the better for it.

## His Excellency Ian Finley, Ambassador, The Cook Islands

I have known Doug Bell since I first met him when I began to attend IMO meetings back in the early 1990’s and he has been a permanent fixture on the front row as the impressive spokesperson for The Bahamas ever since.



## Christian Breinhold, Chairman, IMO Maritime Safety Committee

I don’t remember Douglas not being in IMO. He seems to have always been there and he has hardly changed throughout the many years. In many ways Douglas has become an institution.

With his maritime background and extensive experience from Administrations, his interventions have always been worth listening to carefully. Add to this his skills as a presenter. His presentation was always clear, logically

structured and to the point. Having English as his mother tongue was, of course, another of his strengths.

It is no secret that Douglas and I have often been on different sides of the argument on some of the big issues since our Governments have had different priorities. So I have had Douglas as a formidable adversary on a number of issues. In such cases, I have envied his awareness of the consideration of a particular issue at earlier sessions or in one or more Sub-Committees due to the fact that Douglas has participated in the bulk of these sessions.

Despite these circumstances, Douglas and I have remained more than just colleagues treating each other respectfully. I consider Doug a good friend and I have always enjoyed his company and sense of humour.

As I said in my closing remarks at MSC 90 – Doug is a true gentleman and I will miss him.

## Peter Hinchcliffe, Secretary General, International Chamber of Shipping

Doug has been a revered figure at IMO throughout my time in ICS. Nobody in the shipping industry should underestimate the crucial value of real seagoing experience on the floor of the IMO. The practical and pragmatic view of the seafarer is an essential part of the IMO process and Doug has been one of a shrinking core of ex mariners able to inject views on life ‘as it really is’. In the heat of political debate, Doug’s measured voice has so often swung the outcome back to legislative outcomes that whilst achieving the objective, nevertheless also reflect the real problem of implementation and compliance.

Doug has been a friend and a source of invaluable advice on innumerable subjects. ICS will certainly miss his input but we wish him a long and happy retirement.

Doug has always held strong views on the important issues facing the IMO Member States and industry NGO’s in discussions at the IMO, and the positions he has taken have by no means always coincided with mine. I have nevertheless always respected the depth of his knowledge, his professionalism and the lucid way in which he has presented his arguments. On issues where we did agree he was a powerful ally and it was a pleasure to be able to support his always compelling line of reasoning. On those where we disagreed he was a formidable opponent who would invariably win the day and, frustratingly for those of us with less vision, would usually be proved right as the issues evolved. A champion of both the ship owner and the seafarer and a passionate advocate for maritime safety and protection of the marine environment, Doug never lost sight of the reality of the world of shipping and its crucial role in serving world trade, despite having to operate within the confines of an increasingly politicised legislature.

It is not just the Bahamas Register that will miss Doug Bell: the wider maritime community, including the IMO, has lost one of its elder statesmen, a man who will be sorely missed. Fair winds and smooth sailing, Doug.





# ... to an “IMO institution”



## Tom Allan, previous Chair, IMO Maritime Safety Committee

I have known Doug for probably 30 years both at the UK Maritime and Coastguard Agency (or at least its many predecessors!) and at the Bahamas Maritime Authority. In his role as a Director at the then Maritime Safety Authority (MSA) Doug led the charge to move maritime safety away from the deterministic prescriptive approach to the probably more relevant safety case approach. He set up the first such unit within the MSA.

On his retirement from the MSA and on joining the Bahamas Maritime Authority, Doug continued that role as the Bahamas Representative to IMO and can take much, if not most, of the early credit in taking FSA to the international status that it has today. Doug led for the BMA at IMO with distinction in pursuing the improvement of the safety of life at sea. As the then Chairman of the IMO Maritime Safety Committee, Doug did not make life easy for me (but then it was not supposed to be easy) in his strength of argument on the many issues before us. There were few at IMO who understood the alleyways of IMO more than Doug. He can retire with satisfaction knowing that he made a difference when it came to the safety of those who sail our seas.



## Andy Winbow, Director, Maritime Safety Division (IMO)

In noting that MSC 90 was to be Doug's last MSC, I jotted down a few words to say at the end of the meeting if the opportunity arose. As it didn't, I spoke to him directly and recalled that my first job ashore, 25 years ago - as a surveyor in the Department of Transport - the Surveyor-General's Organisation at that time - was under his leadership, albeit he was some way up the ladder from me. As Doug had given me a number of opportunities: promotions, lots of responsibilities, special projects, including being on the Project Team which set up the UK Maritime Safety Agency (now Maritime and Coastguard Agency), I took the opportunity during the reception at the end of the meeting to thank him for his encouragement and faith in my abilities which, several job changes later, had now led me to my position as Director of the Maritime Safety Division and Assistant Secretary-General at IMO.

Doug reminded me that, among his many responsibilities at that time, was the recruitment and training of surveyors - so he had a particular interest in following the fortunes of those he recruited, particularly those of the nautical persuasion, being a Master Mariner himself. In this role he liaised with the line managers in the offices where trainee surveyors were posted to monitor their progress - in my case the Chief Surveyor of the London Marine Office, based then in Seething Lane, close to Tower Bridge.

Apparently, the said Chief Surveyor reported that I was 'a bit of a nuisance' as I often questioned what I was asked to do and how I was required to do it, thus not making for a 'quiet life' for my bosses. Doug apparently responded

by advising that, if I continued to be a problem and the London office would be better without me, he would take me on.... the rest as they say, is history. Doug took me to the HQ, gave me varied and interesting work, channelled what energy and talents I had into tasks that allowed me to develop and supported my career progression in the Department and subsequently the Agency.

So once again, thanks Doug... we all need a guiding hand at times and you were mine as I took my first steps in my career ashore...

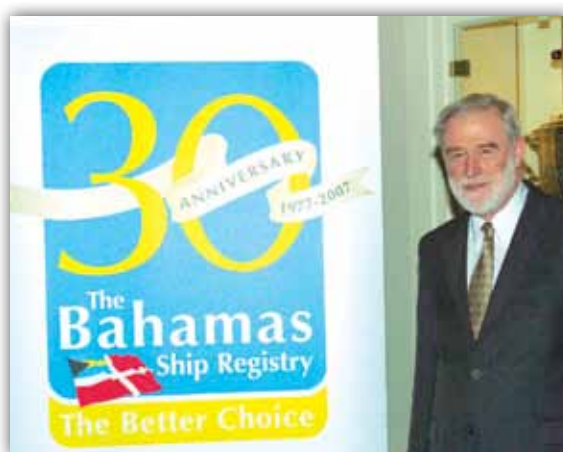
## David Tongue, Director, Regulatory Affairs, International Chamber of Shipping

In the UK House of Commons the most senior member is called the 'Father of the House'. If such a tradition existed in the shipping industry's global 'legislature' then this accolade would almost certainly belong to Doug Bell.

Doug has been a familiar and friendly face at IMO for very many years, and always a voice of calm and reason.

Because of The Bahamas' place in the alphabet, its delegation always sits at the front, generally directly below the gaze of the Committee Chairman. This sometimes means that the governments at the front are accidentally overlooked when they request to intervene. There have been many IMO discussions when the outcome would sometimes seem to be heading in the wrong direction, as the delegates grappled their way towards a consensus. Fortunately, there have also been many occasions, too many to remember, when the delegates would, as they nearly always do, finally see the light. But only after Doug's friendly and bearish voice would boom out "Excuse me Mr Chairman, but I don't think you have seen my card". Then we always knew that all would be well, and that common sense was about to prevail!

Doug will be truly missed by the industry he has served so well.



# POSIDONIA 2012

Greece has, from prehistoric times, been a country or rather a confederation of towns - particularly at times of confrontation - always deeply connected to the sea.

One of the most important deities in Ancient Greece was Posidon or Poseidon, god of the seas, ruling the waves with his trident and later named Neptune by the Romans. This intimate contact with the sea continued throughout the centuries, eventually making today's Greece one of the most prominent shipping countries in the world.

It was therefore no surprise that in 1968, at a time when the Greek merchant fleet had grown substantially, a shipping exhibition was held in the centre of Athens - and naturally enough it was called Posidonia. It began as an annual event but subsequently developed into a biennial exhibition of international fame. This year the BMA was one of 1870 exhibitors at Posidonia 2012 which was staged at a huge purpose-built exhibition centre near Athens' new international airport and despite the world's economic situation, 18,547 visitors attended! Such is the importance of the global shipping industry to world trade.









# KONICHIWA BAHAMAS (こんにちは バハマ)

## East meets West in Tokyo

For the first time, the BMA not only attended SeaJapan 2012, it also took a stand at the Japanese international shipping exhibition in Tokyo - the 10th since it was first staged in 1994.

Seajapan is the leading event in the Japanese maritime industry calendar and the BMA's presence marked a further milestone in the Authority's marketing initiative in the Far East.

The exhibition laid particular emphasis on the latest developments in science and technology in the constant drive to tackle emissions and to improve environmental standards.





# What's in a flag

by Capt Michael Spiller, Master M/Y *Esmeralda*



During Posidonia 2012, Motor Yacht *Esmeralda* was moored "stern to" at Zea Marina in Athens, Greece.

Late in the afternoon a large classic styled power boat moved in to the berth adjacent to us. From habit I looked across at the ensign flying at the stern. Although I recognised the ensign to be close to the New Zealand national flag, it included a large white cross against the blue background which I did not recall seeing before on a vessel. Once the yacht was settled I asked an officer working on the aft deck where the ensign was from? He proudly informed me that this was the ensign of the Royal New Zealand Yacht Squadron. He immediately asked me what the ensign was that we were flying on our stern. It took me a little by surprise because just like him, I probably assumed that everyone would recognise our ensign - "The Bahamas"!

This also reminded me of an occasion many years ago when I was the Captain of a yacht proudly flying the white ensign of the British Royal Yacht Squadron with the appropriate pennant aloft and on the bow. Whilst anchored in a bay on the island of Paxos, close to Corfu, a small rowing boat with some middle aged British tourists on board came slowly past the stern. I then clearly heard the lady say to her husband, whilst looking at our ensign. "Well it's certainly not British!" The owner of our yacht was visibly deflated!

These two episodes have made me consider the meaning of the ensigns that we fly and the registration with the FlagState that they represent. Are they there on a large yacht as a status symbol or are they more like a brand name or kite mark denoting the quality of the product? I would like to think that it is closer to the latter. To the casual observer they are probably just flags, but behind this there lies a far more serious issue. If I see a vessel of any description flying a particular ensign it tells me that this vessel is operated in a certain manner and to current regulations and safety standards. I believe that this is certainly the case with the Bahamas' ensign that we proudly fly on M/Y *Esmeralda*.



I joined the 60M Motor Yacht *Esmeralda* as Master in September 1995, just a few months after the BMA was formed in July of that year. I have now been on board for almost 17 years and throughout this period *Esmeralda* has been registered with the Bahamas flag.

During this time I have been in contact with the BMA about numerous issues concerning the yacht and her crew and have always been dealt with efficiently and fairly.

M/Y *Esmeralda* was originally built in 1981 at Viareggio, Italy, by the well-known yard of Codecasa. The yard was created by Giovanni Codecasa and their first wooden vessels were built in 1825. They continue to this day building luxury superyachts in steel and aluminium.



Construction No F 38 later to be *Esmeralda* was launched under the Italian flag named as the *Luisella*. Later and with new owners in 1985 she became the *Maria Alexandra* and later still for a brief period the *Taouy* under the Bermuda flag. Finally in 1993 she was renamed *Esmeralda* under the Bahamas flag.

A major reconstruction was carried out by Fincantieri at Oarn Genoa during 1985-86 after she had been purchased by the Grundig family of electronics fame. Part of this reconstruction was a complete change to the bridge and funnel structure as well as the addition of a helipad above the aft main deck area changing her from a small ship to a modern yacht of that era. When the works were completed, the yacht cruised extensively in the Caribbean and in South America during which period she made her one and only visit to The Bahamas.

Again in 2000-2001 a considerable amount of reconstruction and interior renewal work was carried out in Genoa at the Amico yard close to the old port area. This coincided with a major change for *Esmeralda* when in 2001 yachts of her size under the Bahamas flag were required to comply with the UK MCA Superyacht Code and change from a private to a commercial classification with all that implied for the vessel and crew.

Throughout those 17 years we have continued to maintain the yacht to the highest standard possible, with most of the maintenance work, including the paintwork to the hull and superstructure, being carried out by the crew of the yacht themselves. More than 50% of the current crew of 19 have worked on board for more than ten years.

At the time of her construction *Esmeralda* was claimed to be the third largest yacht in the world. By the time that I took the yacht over in late 1995 she had already dropped below number 60. It is a sobering thought that now in 2012 she does not even appear in the top 120 and yet still remains as a very large yacht.

Currently the largest yacht registered is 164M which is more than 2.5 times the length of *Esmeralda* and 13 times the gross tonnage! With a capacity for 36 guests and a staggering 70-strong crew, can this really be considered a yacht anymore? The word yacht came originally from the Dutch word "jacht" which although at first was a vessel of state carrying royalty and important people, later became any vessel propelled by power or sail that was used only for pleasure.

The relaxed non-commercial world of yachting has changed forever with this dramatic increase in the size of vessels together with the complexity of the many regulations that now have to be complied with - not only for the yachts themselves but also for the highly skilled crews who operate them. However, I am sure that we will see the ensign of The Bahamas flying proudly at the stern of many of these new megayachts for many years to come, with their owners secure in the knowledge that they are being run to the highest safety and regulatory standards.

# CSCL receives safety award



Campbell Shipping Company Limited (CSCL), a Bahamas-based ship management company, was awarded the IHS Safety at Sea Award 2012, in the Security Category.

The annual ceremony was held on board HMS Belfast, moored on the River Thames in the Port of London on Thursday 14 June 2012. Captain Prabhat Pamdey and Warren Armbrister accepted the award.

Captain Rajesh Dhadwal commissioned crew members to re-enact accidents direct to camera. DVD's were produced and circulated throughout the fleet giving rise to robust group discussions, both ashore

and at sea, resulting in enhanced training and development. General misconceptions, the blending of non-traditional nationalities and the introduction of females on board were scripted, filmed, and circulated.

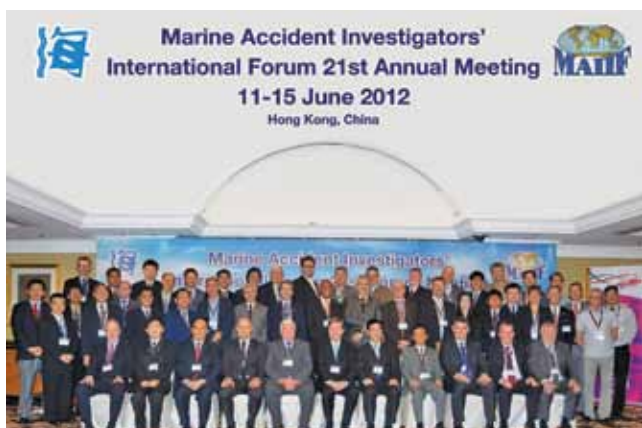
The greatest challenge, however, came when CSCL vessels were required to transit high risk areas. The end result was the production of a 30-minute video, "Piracy – A Campbell Shipping Perspective", CSCL's entry in the 2012 Safety at Sea Competition, which demonstrates safety measures that can be taken to provide maximum security against a piracy attack.



## BSA news

The Bahamas Shipowners Association (BSA) held its 2nd Board meeting of the year in Athens during Posidonia 2012, the biggest shipping event on the Greek maritime calendar. The Board met amid the beautiful backdrop of The Yacht Club of Greece to discuss a number of issues affecting the shipping industry. In attendance from the Bahamas Maritime Authority was Managing Director & CEO, Commodore Davy Rolle.

The Association will hold its next Board meeting and AGM on 12 and 13 November, respectively.



Following MAIIF 20 which was held in Freeport, Grand Bahamas during BIMCATS in February 2011, this year's MAIIF Meeting 21 was held at the Intercontinental Great Stanford Hotel in Kowloon, Hong Kong from 11 to 15 June.

The meeting was hosted by the Marine Department of the Hong Kong Special Administration Region, of the People's Republic of China. Attended by 27 countries, 29 delegations and 50 delegates including BMAs Regional Director based in Hong Kong, this representation embraced 80% of all worldwide tonnage. In the past 12 months Nigeria and Indonesia have joined MAIIF.

Currently, MAIIF has 42 Member States and newly elected Officers for 2012/13 include the UK's Steve Clinch as Chairman and Peter Foley from Australia as Deputy Chairman. Representatives from the Marshall Islands, Hong Kong and The Bahamas were also elected.

## Passenger ship safety

### Continued from page 2

recommendation for companies that operate passenger ships to conduct a review of onboard operational safety measures. The operational measures being recommended for consideration include:

- carrying out the muster for embarking passengers prior to departure from every port of embarkation, if the duration is 24 hours or more
- carriage of additional lifejackets so that in the event of an emergency, passengers should not have to return to their cabins to retrieve the lifejacket stored there
- review the adequacy of the dissemination and communication of the emergency instructions on board ships
- limiting personnel access to the bridge during certain periods and conditions
- voyage planning in accordance with the international guidelines.

With the FlagState responsibility for a large percentage of the world's passenger cruise ships, the Bahamas Maritime Authority will consult with its passenger ship owners and Recognised Organisations (ROs) on the effective and practical implementation of the IMO interim recommendations and any other measures that can or should be considered. Recognising that the IMO has agreed to a long term action plan on passenger ship safety, the BMA will continue to engage with the passenger ship industry group and other stakeholders in this important work.



# Bahamas College launches maritime degree

The College of the Bahamas is launching a new maritime degree course for 2012.

The College has signed a Memorandum of Understanding with State University of New York (SUNY) Maritime College for a flagship Maritime Studies Baccalaureate degree programme.

From the autumn of 2012, students will be able to study for a Bachelor of Science (BSc) degree in one of two disciplines:

- Maritime Operations Unlimited Deck Licence
- Maritime Operations Engine Licence.

Successful graduates will receive world recognised degrees from both institutions.

The structure of the course will involve three semesters at the College's Campus in Grand Bahama, four months at SUNY and the final semester back in The Bahamas. In order to complete the practical element of the course, students will spend their summers at sea learning at first-hand what life as a mariner is all about.

Collaboration between these two academic organisations seems a natural progression. For many years, Bahamian students have continued their maritime studies at SUNY Maritime College after gaining their initial qualifications in The Bahamas.

## Bahamas Maritime Cadet Corps



June is usually a very active month in the Bahamas Maritime Cadet Corps (BMCC) and this year was definitely no exception.

The BMCC, which is a key BMA initiative designed to sensitise young Bahamians to the existence and importance of the global shipping industry, was pleased to graduate more than 60 cadets in Abaco, Grand Bahama and New Providence last month. The total number of cadets to have graduated since the start of the programme is now 470 with 358 undergoing basic STCW training.

The graduation class in Nassau was addressed by a 2006 graduate of BMCC, 3rd mate Kristie Junea Charlton who presented first-hand knowledge and experience of what awaited the graduates in their quest to become fully licensed seafarers. Kristie attended both Holland College in Prince Edward Island, Canada, and the California Maritime Academy in Vallejo, California USA. She successfully passed the USCG exams after graduating from Cal Maritime and has held a BMA Officer In Charge of a Navigational Watch (OICNW) license

since 2011. Kristie recently completed a six month contract on the bulker C/S Soraya with Campbell Shipping and is set to sign another six month contract with Marine Tankers to diversify her experience.



**This year's most outstanding cadets were:**

- Nassau - **Brittney Deveaux**, a 17 year old graduate of C.R. Walker High School who intends to pursue a career in the shipping industry by enrolling in the joint venture programme between the College of Bahamas and State University of New York (SUNY)
- Freeport - **Michael Stubbs**, a 17 year old graduate of G. B. Catholic High
- Abaco - **Shavado Smith**, a 17 year old graduate of S.C. Bootle High.

Both Michael and Shavado have enrolled at Holland College and leave immediately after graduation for Canada!!



## EVENTS CALENDAR 2012

### BSA/BMA/USCG - MEETING

August 30 • Washington

### DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS (DSC) 17TH SESSION

September 17 - 21 • IMO, London

### (DSC) IMBSC EDITORIAL AND TECHNICAL (E&T) GROUP 64TH SESSION

September 24 - 28 • IMO, London

### MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC) 64TH SESSION

October 1 - 5 • IMO, London

### IOPC FUNDS

October 15 - 19 • IMO, London

**STAND  
1318**

### FORT LAUDERDALE INTERNATIONAL BOAT SHOW

October 25 - 29 • Fort Lauderdale

### COUNCIL (C) 109TH SESSION

November 5 - 9 • IMO, London

### RECOGNISED ORGANISATIONS + INSPECTORS SEMINARS

November 12 + November 14 - 15 • London

### BSA AGM

November 12 - 13 • London

### CLIA LEADERSHIP FORUM

November 13 - 16 • Florida

### MARITIME SAFETY COMMITTEE (MSC) 91ST SESSION

November 26 - 30 • IMO, London

### THE 20TH INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA) ANNUAL SEMINAR

November 28 - 29 • Amsterdam, Netherlands

## Bahamas in Diamond Jubilee Pageant



All the nations of the Commonwealth, including The Bahamas, were represented in the Thames Diamond Jubilee Pageant on 3 June 2012.

Each Trinity 500 vessel was manned by its country's Naval Cadets and every boat was fitted with a specially designed mast so that a large national flag could be displayed.

The Commonwealth flotilla's first boat flew the Commonwealth flag and was followed by 53 other boats in the order that they joined the Commonwealth.

Altogether, up to 1000 boats made up the Pageant and included military boats and D-Day boats, paddle steamers, barges and kayaks. Despite the rather miserable British weather, more than a million people lined the banks of the River Thames to watch the spectacle.



### 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](mailto:edit@bahamasmaritime.com)

120 Old Broad Street, London EC2N 1AR, UK

## New Appointments



### Gerrard Harris-Smith

Gerrard joined the BMAs London office in July this year as an IT Manager. In 2003 he obtained an Associate of Arts Degree in Computer Information Systems from the College of The Bahamas and subsequently, Diplomas in Programming and Networking at Humber College, Toronto, Canada. In his senior year at Humber College, he was captain of the Humber Hawks rugby team, where he led them to a fourth place finish at the OCAA provincial championships. Gerrard is an accomplished systems administrator with twelve years of experience under his belt. At his former post, as service manager, he led a team of seven system administrators, supervising and managing over twenty networks locally and internationally.

### James Parkhouse

James joined the London office of BMA as a Technical & Compliance Officer in May 2012. Previously he was employed as a surveyor with a Classification Society where he worked in various roles in Spain, Poland, China and the UK. He has survey experience in new construction, ships in service and major conversions for a wide variety of commercial and naval vessel types. James obtained his BEng (Hons) in Naval Architecture from the University of Glasgow. He is also a Chartered Engineer and is a member of the Royal Institute of Naval Architects.



### Monique Sherman

Monique joined BMAs Nassau office in September 2011 as an Accounts Assistant. She holds a Bachelor of Business Administration Degree in Accounting from the College of the Bahamas. She is also a presidential member of the National Society of Leadership and Success. Monique's aspiration is to enhance her knowledge of accounting and to become a qualified Certified Public Accountant (CPA).



### Taneisha Fowler

Taneisha Fowler is the newest member of the Seafarers and Manning Section, having joined in July 2012 as an Administrative Assistant. Taneisha has an A Level in Psychology.



### John Akhurst

John entered the UK Merchant Navy after leaving school and served in engineering capacities up to the rank of Chief Engineer. He subsequently joined Lloyd's Register as an Engineer Surveyor in Switzerland, USA and the UK, before taking a position with British Waterways as a Technical Manager. John joined the BMA in 2004 and, after five years in the Inspections and Surveys department, transferred to the Maritime Affairs department in 2009. He is currently Acting Deputy Director, Maritime Affairs.



### Bernis Pinder

Bernis Pinder joins the Maritime Affairs and Casualty Department as a Technical and Legal Assistant. Bernis has been with the BMA for the past six years, having served in the STCW, and Inspections & Surveys Departments. He holds a Bachelor of Law Degree (LLB Hons) from the University of Buckingham, England and a Bachelors of Science Degree in Education (BSc Ed) from the University of Miami, Coral Gables, Florida. Bernis has a wealth of experience having also served in the Public Service of The Bahamas.

