



The Bahamas FLAG

THE NEWSLETTER OF THE BAHAMAS MARITIME AUTHORITY

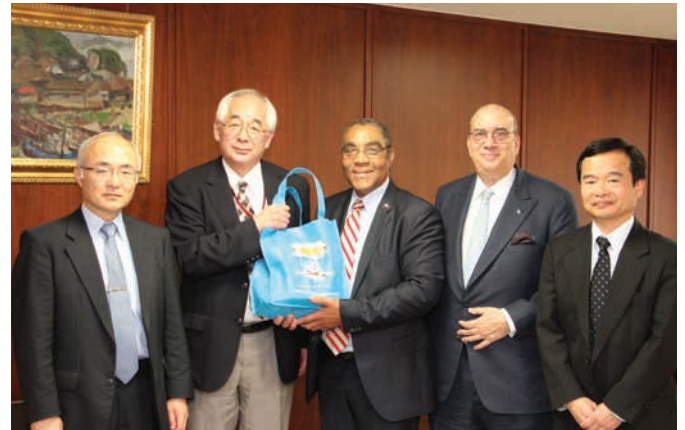
SUMMER 2015 • ISSUE NO. 32

Top level BMA delegation in Japan...

In April, BMA's most senior executives led a delegation on a one-week visit to Japan. They met Japanese government officials, important ship-owning groups, many of which fly the Bahamas flag, the Japanese Shipowners' Association and the Shipbuilders' Association of Japan.

The key objective of the visit, which was highly successful, was to enhance existing business relationships between the two countries and to further their mutual interests. Subjects covered during the week were wide-ranging but the most compelling were the BMA's reputation for convention standards, for service and for competitive pricing which is very open with no hidden costs.

The BMA will concentrate on ways to strengthen its presence in Japan, helped immeasurably since the Hong Kong office opened in October 2010.



The visit has further strengthened the bonds with the Japanese shipping industry. Their feedback will assist the BMA to provide an even better service to its Japanese clients.

...and USA West Coast and Canada



Another top level delegation conducted meetings over a four-day period with senior managers from Chevron, Lindblad Expeditions, Windstar Cruises, Holland America and Teekay Shipping.

An overview was provided on The Bahamas, its' Government, local industry and investment, the BMA Board's role and composition, the Bahamas Shipowners Association, The Bahamas at IMO and the benefits of flying the Bahamas flag. The overall aim was to enhance relationships and extend BMAs business with those companies that use multiple flags.

New BSA Chairman (see page 8 for the full story)



New TK FPSO flies Bahamas flag

With a production capacity of 63,000 barrels of oil per day, and storage capability for some 880,000 barrels, the Floating Production Storage and Offloading (FPSO) unit 'Petrojarl Knarr' is one of Teekay's largest projects to date. The vessel technology and state of the art engineering makes the *Petrojarl Knarr* suitable for harsh and ultra-harsh environments. Its internal turret allows the vessel to freely rotate 360 degrees and ensures that it always faces the rough weather present in the North Sea.

Petrojarl Knarr started production from the Knarr oil field in the North Sea in March this year, and the field has estimated gross recoverable reserves of around 80 million barrels of oil, equivalent to a production life of at least ten years. Moored 120 kilometers off Norway, the unit, measuring 256.4 meters long and 48 meters wide, is now fully operational.



Director's message

The Bahamas Ship Register is known throughout the world as a quality flag and during my time at the helm of the BMA, we have steadily increased our presence in both new and existing market places.

Maintaining relationships with our clients is just as important as establishing new business contacts. The opening of our Greek office in Pireaus a year ago has already produced dividends, as can be seen on page 11, and has consolidated our long-standing connection with the country's maritime industry. With almost 20% of Greece's fleet already flying the Bahamas flag, we are actively pursuing a greater market share.

We have recently been on our travels. Our visit to Japan in April was highly productive, undoubtedly helped by the efficient operation of our Hong Kong office. During our trip to the USA and Canada we met some of BMAs key clients. It might sound naive to say that face to face contact brings greater rewards than being at the other end of the phone or a computer connection but it is demonstrably true.

I have just returned from a trip to Poland. It was immensely gratifying to be able to put faces to names and to explain at a personal level why we at the BMA think that the Bahamas flag is the best on offer - in some respects we were speaking to the converted. But we also encourage and welcome feedback so that we can further improve our customer service delivery.

Looking to the future, we are planning another visit to Japan later in the year and plan to conduct a promotional seminar in Korea. As always we constantly strive to improve the service we give to our clients worldwide.

Abandoned seafarers – A thing of the past?

In June 2014, the International Labour Organisation marked another significant milestone for safeguarding the rights of seafarers. The adoption of amendments to the Maritime Labour Convention 2006 (MLC 2006) will protect abandoned seafarers and provide financial security for death or long-term disability of seafarers.

But will the new requirements, which are expected to enter into force in 2017, shepherd in a new era that will bring to an end seafarers being abandoned by shipowners? The impact of abandonment not only has the consequence of emotional and financial hardship for affected seafarers and their dependents but has negative implications for the broader maritime sector.

So what is abandonment? As opposed to drafting a one size fits all definition, the amendments spell out three (3) core measures in which a shipowner may be failing:

- paying the cost of the seafarer repatriation
- providing the seafarer with on board maintenance and support
- unilaterally cutting the contractual tie with the seafarer, including stopping payment of the seafarer's wages for two months

One or more of these measures will result in the affected seafarer being considered as abandoned and the seafarer will have access to the compulsory financial security system, which must be provided by a ship-owner prior to the ship being issued a Maritime Labour Certificate.

Whilst financial security provision is incorporated in MLC 2006, the amendments have extended these provisions to enable more transparency of the system, direct access to the system by the seafarer and obligation for notification to the seafarer and flag state if the system is to be cancelled or terminated.

One critical aspect of the financial security system is that a seafarer's entitlement to outstanding wages is limited to four months of such outstanding payments. This clarity of limitation enables the seafarer to decide whether to leave the ship within four months, having the guarantee that outstanding wages as well as the cost of repatriation and costs associated are covered, OR, remain on the ship for an unknown period with the hope of securing additional funds.

The challenge of ensuring that images of seafarers languishing on board a ship at anchor in a harbour and relying on hand-outs from the local seafarers charity is consigned to the history book will be dependent on:

- MLC 2006 being ratified by more maritime nations
- Ratifying parties' consistent application of the MLC 2006 provisions.

The Bahamas as a MLC 2006 ratifying party is drafting the required amendments to the Bahamas Merchant Shipping (Maritime Labour Convention) Regulations and the BMA is developing, in consultation with its tripartite stakeholders, the guidelines to enable effective implementation of the amendments.

Shipowners should note that the BMA has engaged with the International P&I Group and other insurance providers. It intends to publish a list of accepted financial security providers that recognise the measures being undertaken to incorporate the MLC 2006 abandonment provisions in their rules.

IMO National Training Course on Marine Casualty Investigation Nassau, Bahamas - 1 to 12 June 2015

The workshop was based on the recently published draft IMO Model Course 3.11 "Marine Casualty and Incident Investigation," which reflects the Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (The Casualty Investigation Code) Res. MSC.255(84).

The objective of the course was to introduce, or refresh, marine accident investigators and representatives of the marine administration and those from other interested agencies to:

- IMO Conventions and Resolutions that concern casualty and incident investigations and reporting;
- the philosophy, processes and procedures involved in a marine casualty investigation in accordance with the Casualty Investigation Code, Resolution A.1075(28) and the latest available best practice;
- the human element's role in marine casualties.



L to R: Mr. Colin Young, IMO Regional Adviser Consultants, Nick Beer and Paul van den Berg

The workshop also provided advice and guidance on suitable policies relevant to marine casualty investigation and procedures. It further covered specific items such as investigation systems, co-operation amongst substantially interested States, human factors affecting accidents, interviewing skills, casualty and incident analysis, case studies, the making and follow-up of recommendations and report preparation. The training culminated in an all-day exercise where participants were accelerated through the whole investigation process while practicing the skills they learned.

Update on IMO activities: Spring 2015



The completion of the 2nd session of the sub-committee on Ship Systems and Equipment on the 27th of March brought a busy first quarter of 2015 to a close. During the first three months of the year, five of the seven technical sub-committees of the IMO were held. The BMA provided The Bahamas delegation to each of these meetings and took an active part in the Plenary Meeting sessions and the Working Groups set up to discuss issues in detail.

The Human Element, Training and Watch-keeping (HTW) sub-committee was the first to meet. The scope of its work is obvious from the title, but what may not be so clear is that this is also the sub-committee where ISM code issues are sent by the Maritime Safety Committee (MSC). In that context, HTW completed the draft "Guidelines for Port State Control officers on the ISM Code" which will now be scrutinised by another sub-committee for finalisation later in the year. The sub-committee also discussed IMO Model Courses, revised training requirements for masters and deck officers on board ships operating in polar waters and significantly revised the draft guidelines for port state control officers on certification of seafarers rest hours.

The next meeting was that of the Ship Design and Construction (SDC) sub-committee. This sub-committee was formed in 2014 by amalgamating some of the responsibilities previously held by the Design and Equipment (DE), Stability, Load Lines and Fishing Vessels (SLF) and Fire Protection (FP) sub-committees.

From this session it was decided that the guidelines on opening of watertight doors for existing passenger ships (MSC.1/Circ.1380) which were issued in 2010 following five years of development should remain untouched and the revised requirements should apply to new passenger vessels. This was something which the BMA strongly argued for and was satisfied that the sub-committee agreed.

SDC was followed by the sub-committee on Pollution Prevention and Response (PPR). This sub-committee stands out as the only one which reports exclusively to the Marine Environment Protection Committee

(MEPC). The others mainly report directly to the Maritime Safety Committee. A packed agenda featured items including: transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels; guidelines for PSC under the Ballast Water Management Convention; the impact on the Arctic of black carbon emissions from shipping; oil spill and oil pollution contingency and response planning; the inventory of hazardous materials (Ship Recycling Convention); equivalent methods under Reg. VI/4; and guidelines associated with the NOx Technical Code.

The sub-committee did, inter alia, finalise draft amendments to the 2009 Guidelines for exhaust gas cleaning systems; draft amendments to the NOx Technical Code 2008 - testing of gas-fuelled engines and dual fuel engines for Tier III; draft BWM circular on the Revised Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2); 2015 Guidelines for the development of the Inventory of Hazardous Materials. It is also worthy of note that while the sub-committee decided on a definition of the term "Black Carbon" it also noted that the lack of objective evidence on the effects of black carbon on the Arctic means that it is not possible at this stage to consider possible control measures to reduce any impact.

The Navigation, Communication and Search and Rescue (NCSR) sub-committee deals with Routing, Reporting, and Traffic Separation Schemes; LRIT; e-navigation strategy; review and update of GMDSS, and provision of SAR services. The agenda was relatively light with "only" 63 papers submitted and there were an unusually small number of proposals for new TSS or "areas to be avoided" (Coral Sea and around some of the Aleutian Islands). LRIT issues surrounded the operation of the system including audit and the further use of LRIT for SAR purposes.

The final meeting of this period was the Ship Systems and Equipment (SSE) sub-committee. This may be considered as a "sister" to SDC – taking the other issues from the merging of the three former sub-committees.

There were two issues of special interest to the BMA. The first was related to the nozzles in automatic sprinkler fire-fighting. The BMA proposed amendments to the guidelines on in-service testing and inspection and the Fire Safety Systems Code.

(Continued on page 8)

BMA's international profile

Cruise Shipping Miami 2015



BMA Passenger Shipowners Visit



Connecticut Maritime Association 2015



Tokyo, Japan



USA West Coast and Vancouver, Canada



BMA's international profile

BMA in Poland



Ships Visits



Governor General's visit to the BMA



Senior Maritime Administrators Workshop

BMA Inspector's Workshop 2015 Miami, Florida



BSA Board Meeting 2015 Miami, Florida



BSA Annual General Meeting 2015 Miami, Florida





New BSA Chairman

John Adams has been elected as the new Chairman of the Bahamas Shipowners' Association (BSA). John is Managing Director of Teekay Shipping Glasgow, which is one of Teekay's main operations hubs. He is responsible for long-range planning and future growth and diversification strategies. Teekay Corporation owns and operates a fleet of 185 vessels and offshore units, with more than 100 under the Bahamian Registry.

John has an extensive background in the shipping industry, specialising in strategy development and change management, and has previously held senior management positions with two leading shipping companies – and as an independent consultant.

As John says "The shipping industry is one of the most dynamic, exciting, and challenging sectors of international business - and today, probably more than ever, we face some of our greatest challenges: increased and complex environmental legislation; incidents that impact the reputation of the shipping industry; commercial pressures and customer differentiation; and access to highly qualified employees ashore, and at sea".

These points provide an insight to what focuses John's mind, and he believes that each shipping company and maritime organisation, such as the BSA, must also drive leadership in Safety; Operational Excellence; Financial Strategies; and the Human Element.

John joined the BSA Board of Directors in 2010, and is very much looking forward to taking up the challenges of being Chairman, where he is committed to setting a new Strategic Direction for the BSA with clear objectives and priorities. He will drive a progressive agenda, highlighting the benefits of BSA membership, and continuing to promote the interests of owners of Bahamian registered vessels and consultation with the Bahamas Maritime Authority.

John will also represent the BSA on the Board of the International Chamber of Shipping (ICS).

Update on IMO activities: Spring 2015

(Continued)

The other was related to the SOLAS amendments which make the use of MSC.1/Circ.1206 mandatory. The BMA had pointed out many, at least 28, discrepancies and uncertainties existed in the amendments approved at the Maritime Safety Committee. Amongst the most significant and severe were the opportunities for manufacturers and service providers to establish monopolies and restrictive trading practices. In order to address these issues, and to provide flexibility for shipowners, the BMA proposed a three-tier approach to inspections which would permit trained and certificated senior officers to carry out some of the inspections and testing which will be required in future. While these proposals led to lengthy discussions they found wide support and feature in the most recent draft of the requirements. Despite the fact that many problems remain with the draft and

further work will need to be done, the BMA is encouraged that other delegations accepted the view that STCW-qualified ship's officers are at least equal to service provider personnel in respect of the ability to be certificated to carry out some of the regulated inspections and tests.

The Bahamas will continue to advocate and argue for regulations which are supported by need and evidence: regulations which are simple, clear and proportionate to the risks and hazards.

If you would like to join the Bahamas delegation for any meeting there are limited places available to attend as an advisor. There is an open invitation to any Bahamas shipowner or operator to participate for all, or part of a meeting. It is simple to arrange by an email to ma@bahamasmaritime.com at least four weeks before the meeting in question commences.



Bahamas National Maritime Policy

The final draft of The Bahamas' National Maritime Policy (BNMP) is now completed. Sustainable development is the guiding principle in the Policy and its objectives are clear:

- to expand the maritime sector for future economic development
- to provide employment opportunities for Bahamians both nationally and internationally
- to facilitate the training of mariners consistent with international norms
- to establish programmes and protocols that enhance the safety of mariners and vessels
- to upgrade port infrastructure and port services throughout the country.

It is also the basis for effective coordination among all Government agencies and the private sector, and for the harmonisation of national actions in relation to marine resources in The Bahamas.

In the foreword to the policy, the Hon Glenys Hanna Martin, Minister of Transport & Aviation, commended the work of the National Policy Steering Committee which was comprised of a number of government agencies, departments and the Bahamas Maritime Authority. She especially thanked Committee Chairman, Commodore Davy Rolle, RBDF (ret) Managing Director and CEO of the BMA, for his dedicated efforts, and Dr Julian Roberts, an ocean governance expert from the Commonwealth Secretariat, who provided essential technical advice to the project.

The BNMP follows a series of consultative town meetings and workshops throughout the country that brought together industry stakeholders and Bahamians from all walks of life.

Inspections & Surveys

The principle role of the Inspections & Surveys Department is to ensure that all ships registered with the BMA meet the relevant national and international requirements at all times.

The department reviews all ships that are proposed for registration, with the exception of new buildings, and makes a recommendation to the Registrar on their suitability for registration. Although there is no formal pre-registration review for new buildings, the department will frequently be involved in new building projects at an early stage, particularly for complex ship types such as passenger ships and offshore units, and encourages early dialogue. Ships more than 12 years old are required to undergo a satisfactory pre-registration inspection by a Bahamas Nautical Inspector before a recommendation can be made. Ships over 20 years of age are not normally accepted for registration, but exceptions are made, subject to additional criteria being met. More information is available in the "Technical Procedures for Registration", which is available on the BMA website.

The department is responsible for the appointment, management and monitoring of Recognised Organisations and Approved Nautical Inspectors.

All Bahamas Recognised Organisations are full members of the International Association of Classification Societies (IACS) and are listed in BMA Information Bulletin No 3. Approved Nautical Inspectors are inspectors appointed by the BMA and are listed on the BMA website.

The Inspections & Surveys Department also oversees Port State Control (PSC) inspections of Bahamian ships and follows up on PSC inspections and detentions, as described in Bulletins 85 and 120. Over recent years, the PSC record for Bahamian ships shows a general downward trend. There were 34 PSC detentions of Bahamian ships in 2014, this being the lowest number of detentions ever recorded for The Bahamas.

The department provides interpretations of the various international Conventions and Codes and their application to Bahamian ships to ship owners, ship managers, Recognised Organisations and other stakeholders and provides guidance in various publications, such as Bulletins, Technical Alerts and the Bahamas National Requirements.

Other functions of the department include Long Range Identification & Tracking (LRIT), yachts and providing support to the maritime affairs department at IMO meetings.

Norshipping 2015

Norway remains a major shipowner market and the BMA hosted a half-day seminar during the bi-annual Norshipping 2015.

The seminar was aimed at engaging with the Authority's clients based in the Scandinavian area and was well attended by not only shipowners but also by Bahamas Recognised Organisations and Approved Nautical Inspectors. An overview and update of national policies and guidelines were presented by BMA Deputy Directors Carolyn Moree (registration), Stephen Keenan (inspections & surveys) and Dwain Hutchinson (manning, training and MLC 2006). There was interactive participation by the attendees who provided valuable comments and feedback on the Authority's customer service and general regulatory matters.

The support and assistance provided by the Authority was emphasised during our visit. The ongoing proactive approach of the BMA through consultation with the industry was welcomed by the management team of Seadream Yacht Club and during a meeting with managers of Fred Olsen Cruise Line. An informal visit was made to the exhibition stands of several BMA Recognised Organisations and that of the Grand Bahama Shipyard.



Rescue from the “death boats”

The crew of *CS Caprice* will forever remember the 22 October 2014. Carrying a cargo of bulk barley from Liepaja, Latvia and heading to her destination via the Suez Canal, the vessel received a distress signal through SAT-C from Malta RCC. A boat carrying 400 to 500 people was at risk in increasingly rough seas, Beaufort scale 8/9, at position 34 35 N/ 020 05 E.



After verifying the authenticity of the message – that it wasn't a pirate plot – the *CS Caprice* changed course. In the meantime the ship's Master, Captain Joshua Bhatt, contacted the ship's owner Campbell Shipping. The management made it very clear that lives had to be saved. Their attitude was clear and concise. The owners gave full back up to go ahead with the rescue operation. They never even gave it a second thought. This positive support and the attitude of the crew became the driving force of the ship and the urge to save lives became its motto.

In Captain Bhatt's own words, "we started manoeuvring our vessel so as to have the boat on our starboard i.e. the leeward side of the boat keeping safe distance. The wind was pushing the boat towards us but was heading towards the propeller. The only way to make it to the parallel body was to give a kick astern. We did it and we had the boat abreast No 5 hatch starboard side alongside. Our crew and officers were geared up with protective clothing as a preventive measure to Ebola. And moreover the weather was getting choppy and the embarkation through the gangway could cause a fatal accident. The boat was made fast with ships line fore and aft and our crew commenced embarkation of the people in distress."

"Firstly the crew helped to get women and children on board. They had to use their full strength to literally lift them from the sinking boat as it was not easy for them to climb the pilot ladder. About ten of the women were pregnant and a few mothers had infants in their arms. In all it took two hours to safely embark all the people on board *CS Caprice*. The crew, though exhausted and drenched, never complained and were happy to serve. The cook was ready with hot tea and the steward with milk packets for the babies and children."

"We were all incredibly lucky and God was merciful," said Captain Bhatt. "As soon as the last person was rescued the sea became ferocious, with water shipping all over the starboard side. We informed the Malta RCC that the mission had been accomplished and 510 people taken on board without any injuries."

In a heartfelt statement Captain Bhatt said, "We learnt and experienced that unity is strength! Without team work, we would not have been able to accomplish this enormous task."

CS Caprice finally berthed in Augusta, Italy on 25 Oct 2014 at 0000hrs. The whole operation took almost 60 hours.

The BMA Greek Office celebrates its first year

by George Zarvanos, Greece Deputy Director

One year almost to the day has passed since the opening of BMAs office in Piraeus.

Since then we have made great strides in strengthening close connections with old friends and making new ones within the Greek shipping community. These contacts have resulted in a better understanding of what the Bahamas flag can and is offering, namely prestige, excellent service and most of all a listening ear just around the corner from most of the shipping offices in Piraeus.

This personal contact is a major asset and fulfils a long awaited wish of clients to have a BMA office in this location, providing better support, assistance, service and the opportunity to exchange views and discuss various policies and information at the local level.

We have assisted with new and potential registrations. There have also been a number of name/ownership changes handled by this office.

And we have received numerous very gratifying comments from clients including:

Dorian: "We are extremely pleased with all the provided services and have nothing but praise for the wise decision to open the office."

Samos: "We are very satisfied that we have the opportunity to discuss any issue with you."

Tsakos: "Extremely happy having your office here and also to have the opportunity for a person to person meeting."

Chartworld: "We finally have the pleasure to see our long awaited wish fulfilled and expect that you will be able to expand soon in providing more."

Stamco: "It is most satisfactory to be able to pick up the phone and talk to your office here."

Another positive for the Piraeus office is the benefit to our owners and managers of being members of the BSA. We are the only flag with such a representation in Greece.



In closing we here in the Piraeus office feel proud to strive towards strengthening the Bahamas flag fleet and wish to thank Commodore Davy Rolle for his support and everyone who made this long expected office become a reality.

Maritime cadets visit Grand Bahama Ship Yard

Grand Bahama students who are in the 12th grade and participate as part of the Bahamas Maritime Cadet Corps took time during their mid-term break to visit industrial sites which are involved in the maritime industry. The sites included the Grand Bahama Ship Yard and Bradford Marine. Both establishments are engaged in ship repair.

At the GB Ship Yard, the students were given an in-depth presentation on the various functions of the company and how it developed a reputation as one of the global leaders in its field and as a top class repair facility. The yard has set the industry standard for accommodating cruise liners and has handled the largest cruise ships afloat today. The strategic location, an ideal climate, a deep water harbour and close proximity to an international airport are all factors which contribute to making this shipyard the facility of choice for many ship owners and operators.

Cadets learned that the shipyard is an environmentally conscious establishment which is acutely aware of its proximity to a cruise ship terminal as well as being surrounded by the pristine waters which make this country a destination of choice for millions of tourists each year. The importance of highly skilled tradesmen was also emphasised - there is no room for error or



Photo shows Mrs Kay Forbes-Smith and Mr Reuben Byrd, executives of the Grand Bahama Ship Yard flanked by members of the Bahamas Maritime Cadet Corps. Mrs Stephanie Brown is seen far right and Mr Don Forbes, along with the cadets' instructor, Mr Clayton Curtis, far left.

delays when a vessel has to complete its work in the ship yard and return to its normal schedule. Safety is of paramount importance and to this end, employees are held to strict international standards which must be enforced and adhered to.

The Bahamas Maritime Cadet Corps is a programme, open to high school students in grades 10 – 12, which seeks to expose students to various aspects of the industry with a view to encouraging them to consider it as a viable career

option. Classroom sessions are centred around instruction in various aspects of the industry, primarily from an ocean-going aspect and include areas such as ship nomenclature, seamanship, navigation, first aid, rules of the nautical road, firefighting, an introduction to marine engineering, and other aspects of a life at sea.

Classroom discussions are augmented by presentations from industry professionals and field trips to industrial sites like the Grand Bahama Ship Yard.

EVENTS CALENDAR 2015

THE BAHAMAS MARITIME AUTHORITY (BMA) INSPECTORS WORKSHOP

27 May 2015 • Miami, Florida

BAHAMAS SHIPOWNERS ASSOCIATION (BSA) BOARD MEETING

27 May 2015 • Miami, Florida

BAHAMAS SHIPOWNERS ASSOCIATION (BSA) AGM

28 May 2015 • Miami, Florida

IMO CASUALTY INVESTIGATION COURSE

1 – 12 June 2015 • Nassau, The Bahamas

NORSHIPPING

2 – 5 June 2015 • Lillestrom, Norway

MARITIME SAFETY COMMITTEE (MSC) 95TH SESSION

3 – 12 June 2015 • IMO

THE SEAMANS CHURCH INSTITUTE SILVER BELL AWARDS DINNER

4 June 2015 • New York City

CARIBBEAN PORT STATE CONTROL MEETING

15 – 19 June 2015 • Barbados

MARINE MONEY WEEK 2015

16 – 18 June 2015 • New York City

TECHNICAL COOPERATION COMMITTEE (TCC) 65TH SESSION

22 – 24 June 2015 • IMO

IMO COUNCIL 114TH SESSION

29 June – 3 July 2015 • IMO

BAHAMAS INDEPENDENCE DAY LONDON CELEBRATIONS

1 July 2015 • LONDON

SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS (III) 2ND SESSION

13 – 17 July 2015 • IMO

MEETING OF THE UNITED STATES COAST GUARD (USCG), USA ENVIRONMENTAL PROTECTION AGENCY (EPA), BAHAMAS SHIPOWNERS ASSOCIATION & THE BAHAMAS MARITIME AUTHORITY

27 August 2015 • Washington

MARITIME CYPRUS 2015

13 – 16 September 2015 • Limassol, Cyprus

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS (CCC) 2ND SESSION

14 – 18 September 2015 • IMO

MONACO YACHT SHOW

23 – 26 September 2015 • Port Hercules, Monaco

WORLD MARITIME DAY

24 September 2015 • IMO

IMCA ANNUAL SEMINAR

27 – 28 October 2015 • Abu Dhabi

CLIA LEADERSHIP FORUM MEETING

27 – 30 October 2015 • Miami

FORT LAUDERDALE INTERNATIONAL BOAT SHOW

5 – 9 November 2015 • Florida

COUNCIL EXTRAORDINARY SESSION 28TH SESSION

19 – 20 November 2015 • IMO

ASSEMBLY 29TH SESSION

23 November – 2 December 2015 • IMO

IMO COUNCIL 115TH SESSION

3 December 2015 • IMO

New Appointments



**Phylcia
Bastian**

Phylcia joined the Authority in January 2015 as an Administrative Assistant in the Finance Department. She holds a BSBA cum laude in Accounting from the University of Richmond, as well as an LLM in International Banking and Finance from the University of Leeds. She joined the BMAs London office to gain hands-on experience in the financial and business dealings of a multinational organisation.



**Efstathia
Gkinni**

Efstathia joined the BMA's Greece office in May 2014 as an Administrative Assistant. She previously worked as an accounting assistant and has degrees in accounting & finance (specialist in banking affairs) and computer programming/special applications. She is now studying for her first degree in the Chinese language.



**Elizabeth
Hatcher**

Elizabeth joined BMA's London headquarters in October 2014 as an Administrative Assistant in the Registration Department. She studied at the University of Essex and has a BA Hons degree in law. Elizabeth previously worked in logistics and is enjoying her time at the BMA.



**Thomas
Jenkins**

Tom joined BMAs London office in August 2014 as a Technical and Compliance Officer within the Maritime Affairs Department. He previously came from a military background with a wide variety of experience gained from 13 years as a Royal Naval Officer. His career at sea consisted of deck officer appointments prior to taking Command of a Royal Naval warship. Ashore, he spent the majority of his time in Brussels, East Africa and the Middle East as a Maritime and Security Advisor to the European Union and UK Defence Strategy focusing predominantly on maritime operations. Tom studied Maritime Science at Britannia Royal Naval College, gained his Master Mariners (Royal Naval endorsed) in 2009 and most recently completed the Accident Investigators Course at Cranfield University.



**Loiza
Panayiotou**

Loiza joined the BMAs London office in May 2014 as the Director's PA. She graduated from the University of Portsmouth with a Bachelor of Law (Honours) degree and a CILEX Level 6 Diploma in Law and Practice.



Lily Liu

Lily Liu joined the BMA's London office in 2015 as an Administrative Assistant in Seafarers and Manning Department. She holds an MA in Art Museum and Gallery Studies from Leicester University. She has a passion for maritime business and administrative work.



**Laskarina
Sigalas**

Laskarina joined the BMA's Greece office in January 2015 as the Authority's receptionist. She also graduated from the Business College of Athens with a Bachelor of Shipping Studies.



Your comments

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

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