

**In this issue:** ▶ **Uncertainty On A Global Scale**    ▶ **Regulation and The Cruise Industry**    ▶ **Offshore Decline - Surprising Bonus**    ▶ **Casualty Reporting & Investigation**    ▶ **Audit of STCW Training in The Bahamas**

## BAHAMAS RE-ELECTED TO IMO COUNCIL

Not only was The Bahamas successful in its re-election to the Council of the International Maritime Organisation at the 29<sup>th</sup> IMO Assembly held in London in November 2015, the country also improved its international standing on the Council. The Bahamas attracted a total of 124 votes from 154 valid votes.

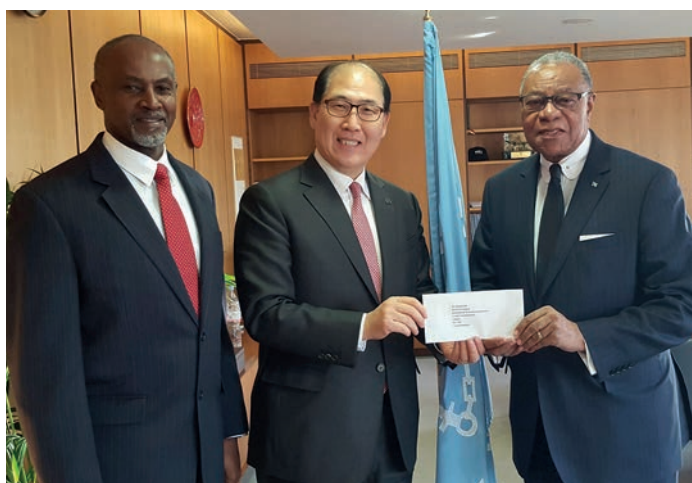
The Honourable Glenys Hanna Martin, Minister of Transport and Aviation, said that it was hard won effort that had enhanced The Bahamas' position since the Election two years ago.

"When you know that 90 percent of world trade is done by sea," she said, "the implications for economies, standards and policies that this body influences are immense. Our country, our archipelago, sits on the Council and in our own right we bring substantive involvement in representation to these matters."

In the last two years on the IMO Council, The Bahamas has substantially contributed to committees and sub-committees which handle global issues facing the maritime industry.



▶ L TO R : ALLISON BOOKER, DEPUTY HIGH COMMISSIONER, ANTHONY KIKIVARAKIS, CHAIRMAN BMA, DR. CLEOPATRA DOUMBIA-HENRY, PRESIDENT WMU, THE HONOURABLE GLENYS HANNA MARTIN, MINISTER OF TRANSPORT & AVIATION, COMMODORE DAVY ROLLE, MD & CEO BMA AND PETER JOHN GOULANDRIS, DEPUTY CHAIRMAN BMA.



IMO Secretary General is presented with The Bahamas assessed 2015 contribution of more than £1 million. L to R Commodore Davy Rolle, CEO & MD, BMA, Kitack Lim, IMO Secretary General, HE Eldred Bethel, Bahamas High Commissioner.

## OUTSTANDING SUNY STUDENT

La'Quey Smith is in the final semester of a four-year State University of New York Maritime College (SUNY) programme, at the end of which she will graduate with a degree and a US Coast Guard Licence.

Already, she has achieved a place on SUNY's Admirals List with a 3.92 grade-point average and a 3rd Mate's licence. She has also been invited to join the Omicron Delta Kappa Honor Society, a society for the most outstanding graduates at SUNY.

La'Quey was awarded a BMA scholarship in 2012 and is one of about 1200 students in SUNY's Maritime's Regiment of Cadets.

She has held numerous positions of responsibility - as a Resident Advisor (RA), Building Manager looking after 500 cadets, a 90-day voyage as a No.2 Cadet Officer on board a 1<sup>st</sup> class cruiser and most important, Regimental Commander for two semesters. La'Quey is the third female to hold this position at SUNY Maritime College. The Regimental

*Continued on page 4...*



## DIRECTOR'S MESSAGE



I can now look back on the six (6) years that I have been at the helm of the BMA and whilst I cannot truthfully say that time has flown by, I can certainly say that it has been an absolute privilege to lead an organisation that is admired and respected the world over.

And I can assure all our clients that we will continue to demonstrate leadership, innovation and quality of service.

Perhaps the one achievement of which I am most proud is the Bahamas Online Registration Information System (BORIS), which we introduced in 2013. It has transformed the way we provide BMA services; fast, convenient and efficient.

Other gratifying developments are the newly audited training providers in The Bahamas, which

are detailed on page 11 and a quality system for the Assessment of Bahamian seafarers for professional certification in accordance with the STCW Convention. These, together with the Bahamas Maritime Cadet Corps are making a huge contribution to seafaring capacity and maritime excellence. They are an asset to the country and to the world.

With respect to Port State Control, despite reductions in the overall number of PSC inspections, the severity of

identified deficiencies have led to the ships being detained more frequently in comparison to previous years. In addition, Maritime Labour Convention (MLC) related detentions were recorded for the first time since the convention came into force in August 2013. The BMA reviews all PSC experiences on Bahamas flagged ships.

Finally, many thanks are also due to our contributing authors whose articles in this issue are welcome and authoritative.

## MINISTER'S COMMENTS AT THE IMO ASSEMBLY

The Honourable Glenys Hanna Martin addressed the IMO Assembly in October last year. She described the organisation as a diverse and critically important world body that The Bahamas was privileged to be a part of.

"It is the very diversity of this membership body which has allowed The Bahamas to sit as a Council member over the last two years", she said.

"During this period" she continued, "we believe that our combined profile; on the one hand, a maritime nation which is a small island developing state, which is also low lying and vulnerable to the ravages of natural disasters and climate change, and on the other hand, a flag state that has one of the largest registers in the world with a diverse ship portfolio, has altogether enabled us to bring a balanced and progressive perspective to the Assembly deliberations and Council-recommended solutions."

"We believe that The Bahamas has shown that it is prepared to roll up its sleeves and diligently undertake the necessary work on the Council for the advancement of the goals and ideals of the IMO. We have been collaborative and consensus-building while at the same time lending a specific voice to the issues that countries such as ours face in this global reality."

The Minister finished by saying that The Bahamas looked forward to building on its successes and to be even more efficient and effective in addressing the challenges facing the maritime world.



▶ IMO 29TH ASSEMBLY - MINISTER VISITS BMA LONDON OFFICE

# UNCERTAINTY ON A GLOBAL SCALE ACCORDING TO THE INTERNATIONAL CHAMBER OF SHIPPING

2016 has opened with an unprecedented level of uncertainty facing international shipping



► PETER HINCHLIFFE  
SECRETARY GENERAL  
OF THE INTERNATIONAL  
CHAMBER OF SHIPPING

The commercial uncertainty imposed by global market conditions is set against a background of uncertainty and even confusion on the regulatory front. The issues are well known, but not so widely understood is the compound complexity created by undetermined entry into force dates, lack of knowledge, and availability, of compliant equipment, and regional and

national variations in both regulation and enforcement, or the underlying systemic causes.

The IMO Ballast Water Convention is teetering on the edge of entry into force but doubts over tonnage figures held by IMO has added a new level of uncertainty about when the Convention will be legally enforceable. Now with probably less than 12 months to enforcement, companies are faced with the problem of sourcing equipment and dry dock facilities to achieve compliance in what will become a scramble for resources. It is no good saying that the industry has had 12 years to prepare when considerable doubt still surrounds the credibility of equipment to treat ballast water to the required standard and the IMO is still working up new Type Approval criteria.

It is worse still for owners trading to the USA. The unilateral regulation, the lack of

any type approved equipment and the recent rejection of UV technology makes decisions on long term compliance in US waters impossible.

Shipping has coped well with the first phase of MARPOL Annex VI – the requirement for low sulphur fuel in ECA areas – but is now planning for implementation of the global low sulphur cap in 2020. IMO should be encouraged to confirm that the measure will take effect in 2020. A delay to 2025 (as allowed by the Convention) will only serve to prolong market uncertainty and the needlessly slow delivery of compliant fuel and the development of abatement equipment.

The outcome of the UNFCCC COP 21 meeting has proved neither a success nor a failure for international transport but the Paris agreement has sent out some political messages that will become part of the

IMO debate this year. It is likely that the IMO will make significant progress on the MRV data collection system and it should do so in order to counter complex and inefficient unilateral developments in Europe. In the medium term, IMO has the capacity and the will to develop further CO<sub>2</sub> reduction measures and is likely to do so; but what form these may take cannot yet be predicted.

The focus of 2016 for shipping industry representatives should be to streamline the IMO regulatory process so that never again will regulation enter into force before the required equipment or resources can be delivered. Regulation, which is welcomed by the industry, must be developed with the aim of giving clarity of requirements, and especially dates, to those charged with both implementation and enforcement.

## REGULATION AND THE CRUISE INDUSTRY

The cruise industry is dynamic and continues to be very successful as a wide range of new guests discover the value of cruise vacations. The maritime component is absolutely fundamental to our sector, including the policy areas of safety, the environment, and security.

Cruise Lines International Association (CLIA) and its Members strive to operate to the highest standards, whether self-imposed or regulatory, each and every day. One of the greatest challenges is consistency in development and implementation of regulatory standards. Cruising is a truly global industry, with approximately 300 oceangoing ships calling on over 1,000 ports, and it must be regulated in a global manner. IMO is the vehicle to best achieve that.

Member States and International Organisations must work collaboratively at

IMO to be genuinely effective at creating solutions to address the important policy interests of the entire maritime community. Although the Member States ultimately make the key decisions at IMO, those decisions can only be well-informed by constructive and thoughtful input from the regulated community. In this regard, the cruise industry greatly values the effort BMA makes to understand the cruise sector. Cruise ships are a very specialised ship type, with the most precious of cargoes. Only through genuine understanding of the issues can the best solutions be found for the myriad of challenges we all face.

Our entire maritime community would probably have been better served in the important subjects of Ballast Water Management, MARPOL Annex IV Special Areas, and Air Emissions if all IMO Member States were more engaged with the sectors they regulate. These are complex and very important issues affecting our sector. The Bahamas has consistently served the maritime community well by taking the time to understand not only the challenges we all face, but the range of solutions available to address them.



► BUD DARR  
SENIOR VICE PRESIDENT,  
TECHNICAL &  
REGULATORY AFFAIRS, CLIA



# IMO DEVELOPMENTS FOR THE OFFSHORE CONSTRUCTION VESSEL SECTOR IN 2016

CONTRIBUTION BY THE INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)

## Dynamic Positioning update

The Guidelines for Vessels with Dynamic Positioning (DP) Systems (MSC/Circ.645), a key document for the offshore sector, is under review. DP technology enables a vessel to maintain its position and heading using sophisticated positioning systems and other sensors in conjunction with its own thrusters and propellers. It therefore precludes the use of anchors, making operations requiring a stable platform more efficient, and facilitating work in deeper water that was previously not possible. DP is a key component of IMCA's members' offshore vessel operations.

The IMO DP Guidelines establish the international standard for the acceptance of DP systems on ships, and provide the high level framework on

which more detailed national regulations and classification society rules are based. They have served the industry well since they were published in 1994, but were in need of a refresh. However, the challenge will be to ensure the Guidelines take account of changes in technology and industry practice, without becoming overly complicated or diluting the focus of the original document.

## Industrial personnel and offshore vessel standards

Another key topic is the debate on appropriate vessel standards for carrying larger numbers of 'Industrial Personnel' who are not working on board. This work was originally focused on personnel transfer vessels for the offshore windfarm sector,

but could also facilitate a more standardised approach for larger multipurpose offshore support vessels conducting 'walk to work' activities.

However, any solution is likely to require changes to SOLAS and / or existing IMO

Codes, so there will be no 'quick fix'. In addition, IMO will need to be alert to the potential for unintended consequences and guard against disrupting existing regimes for personnel actually working on offshore units.



► EMILY COMYN - TECHNICAL ADVISOR TO IMCA

## OFFSHORE DECLINE – SURPRISING BONUS BY INTERMANAGER

The offshore industry has suffered a considerable slowdown recently, one which has continued to dominate the maritime industry since 2015.



► CAPTAIN KUBA SZYMANSKI  
SECRETARY GENERAL  
INTERMANAGER

One's initial thoughts may turn to the rather negative effect it is having on newly unemployed seafarers. But in fact, while there have been many cut backs, the release of offshore personnel is

a huge bonus for seafarers who are hungry for new challenges. With this influx of offshore talent, training is central, even essential in encouraging the next generation of seafarers. And we must remember that part of this process, of course, requires obtaining berths for sea time for the new officers – something that needs to be at the forefront of ship owners/manager's minds. Without a sufficient structure underpinning the training, mistakes could become common practice.

Over the course of the next 12 months, we must be cautious when it comes to the Ballast Water Convention, which, with the lack of US guidance on specific needs does make life

difficult for ship owners, and by extension ship managers. Without appropriate guidance the industry could face issues, which given the public image of the industry, may add to its woes.

2015 was a difficult year for many ship owners, especially those with bulk carriers and containerships. This is continuing to place an enormous amount of pressure on ship managers who are increasingly being expected to perform miracles without the right framework in place. Can 2016 be a more successful year? Time will tell. But what we must not forget is that regulation must be manageable and understood, otherwise there will be greater room for error and mistakes will inevitably be made.

... Continued from page 1

Commander is the cadet tasked with running the regiment of cadets, upholding the standard and policies required by the President of the college and the Regimental Officers and acting as a bridge/liaison between the Regiment and the Regimental cadets.

After graduation, La'Quey plans to sail for a few years before returning to land and a maritime business career. And her message to young Bahamians thinking about seafaring is "Persevere and don't give up because it's all worth it."



► La'QUEY SMITH

# CHEVRON LNG VESSEL DELIVERS COMMISSIONING CARGO TO GORGON

The LNG carrier *Asia Excellence*, operated by Chevron Transport Corporation Ltd Shipping Company, recently delivered the commissioning LNG cargo at the Gorgon natural gas plant on Barrow Island, Western Australia.

The *Asia Excellence*, an 82,721 DWT Bahamas-flagged LNG carrier, delivered the commissioning cargo to cool down the LNG storage and loading facilities ahead of the first LNG export cargo planned in early 2016.

Chevron Australian Managing Director Roy Krzywosinski said, "The commissioning cargo is essential for the final testing of critical systems and to efficiently cool down the plant prior to the start of LNG production. As the largest single-resource development in Australia's history, this is a significant milestone for Gorgon and is a testament to outstanding team work by our workforce,

contractors and partners."

Chevron is developing the Gorgon and Jansz-Io gas fields, located within the Greater Gorgon area, between 130 and 220 kilometres off the northwest coast of Western Australia. It includes the construction of a 15.6 million tonne per annum (MTPA) LNG plant on Barrow Island and a domestic gas plant with the capacity to supply 300 terajoules of gas per day to Western Australia.

Gorgon LNG will be off-loaded via a 2.1-kilometre loading jetty for transport to international customers. The domestic gas will be piped to customers on the Western Australian mainland. LNG

is natural gas that has been cooled to -162 degrees Celsius (-260°F), the point where it condenses to a liquid. Liquefaction reduces the volume by approximately 600 times, making it more economical to transport between continents in specially designed ocean vessels.

## Joint venture

The Chevron operated Gorgon Project is a joint venture between the Australian subsidiaries of Chevron (47.3 percent), ExxonMobil (25 percent), Shell (25 percent), Osaka Gas (1.25 percent), Tokyo Gas (1 percent) and Chubu Electric Power (0.417 percent).

Chevron is one of the world's

leading integrated energy companies and through its Australian subsidiaries, has been present in Australia for more than 60 years. With the ingenuity and commitment of thousands of workers, Chevron Australia leads the development of the Gorgon and Wheatstone natural gas projects; manages its equal one-sixth interest in the North West Shelf Venture; operates Australia's largest onshore oilfield on Barrow Island, is a significant investor in exploration offshore Australia and provides operational support to exploration assets operated by its affiliates in New Zealand.

► LNG CARRIER - ASIA EXCELLENCE





# BMA ATHENS SEMINAR

The Bahamas Maritime Authority held a one-day seminar in Athens in October 2015. More than 100 people attended. Delegates represented almost all fields of the local shipping community including ship owners and their representatives (technical, legal, crewing, lawyers and agents), as well as Classification Societies and Authorised Nautical Inspectors.





# BMA VISITS...

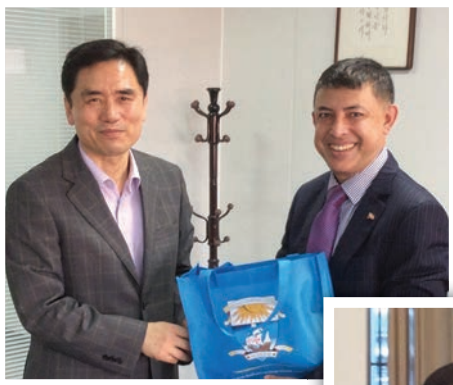
...ANTHEM OF THE SEAS



...LJM MARITIME  
ACADEMY



...BUSAN,  
SOUTH KOREA



MINISTER OF STATE, HOPE STRACHAN VISITS BMA



...THE PHILLIPINES

FT. LAUDERDALE  
BOAT SHOW

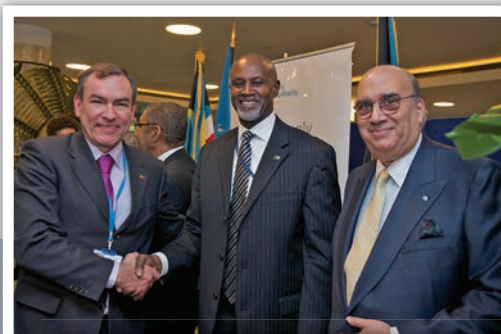




# IMO 29TH ASSEMBLY AND BAHAMAS RECEPTION







6704



## Second Meeting of the Special Tripartite Committee in accordance with Article XIII of the Maritime Labour Convention, 2006 (MLC, 2006)

The Bahamas Maritime Authority represented The Bahamas at the ILO Maritime Labour Convention 2006 (MLC) Special Tripartite Committee 2nd Meeting held from 8 - 10 February 2016.



The meeting was aimed at considering proposals for payment of seafarer's wages as a result of piracy, introduction of policy on harassment and bullying; and provisions to allow extension of the Maritime Labour Certificate following an inspection. The meeting was attended by 38 MLC 2006 ratifying Member States, seafarer representatives, shipowners and observers. The meeting concluded with:

- the adoption of amendments to the Convention to allow extension of the Maritime Labour Certificate and inclusion of the industry guidelines on harassment and bullying, and
- the establishment of a Working Group to consider the approach to future submission for amendments of the Convention including the continued payment of seafarer's wages in certain circumstances such as piracy.



# BAHAMAS SHIPOWNERS ASSOCIATION

BY JOHN ADAMS, CHAIRMAN

2015 has been a productive year for the Association. We continue our active participation in the International Chamber of Shipping (ICS) – in particular the ICS Board and ICS Marine Committee. We also participated as a member of the ICS MBM Working Group, in preparation for the UN Climate Change Conference – COP21 in Paris.



▶ JOHN ADAMS, CHAIRMAN & KENDANIQUE FERGUSON, SECRETARY, BSA

One of the most significant pieces of legislation that our industry has been grappling with, is of course the IMO Ballast Water Convention. At the time of writing, the Convention has not yet reached the required conditions for entry into force. Although IMO confirmed that 47 states have ratified, it stills falls short of the required level of 35% of the world merchant shipping tonnage. It is now anticipated that the Convention will not enter into force until 2017 and the BSA, in close liaison with BMA, will provide guidance and recommendations to members – as well as updates on the USCG position.

The BSA has been working with a number of Bahamas maritime stakeholders, including the BMA, LJMMA, BMCC, with the objective of defining requirements and expectations for the creation of a structured Cadet Program – including the provision of training berths/sea-time, certification, sponsorship, and career package. We should applaud the efforts of the BMA in becoming an examination/certification authority – this was considered ‘mission critical’ in achieving a primary aim of the project. The ultimate objective is to move to a more proactive approach regarding cadet sponsorship and sea-time berths going forward.

During 2015 the BSA met with Paris MOU in The Hague and the USCG and EPA in Washington DC as a joint-delegation with the BMA. Common to all of these meetings is that discussions were positive and constructive, with a degree of candour which can only be achieved in ‘face to face’ meetings. We also held a Board meeting and hosted a BSA reception during London International Shipping Week; attended the ICS Board meeting; and participated in the ICS Conference. These

## Casualty reporting and investigation

CASUALTY & INVESTIGATIONS, BMA

Ship operators put immense effort into prevention but accidents still happen and probably always will.

Causes range from human error through to equipment or materials failures but serious casualties must be investigated to determine whether they could have been prevented by regulation. This principle has been incorporated in the International Convention on the Safety of Life at Sea since at least the 1948 SOLAS Convention.

The BMA has been responsible for meeting the obligation to investigate, also found in UNCLOS 1982, since its establishment in 1995 taking account of IMO guidance in the conduct of investigations.

The SOLAS amendment of 2008 to bring in Regulation XI-1/6 together with the mandatory “Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident” (known as the Casualty Investigation Code) provided a step-change in marine casualty investigation practices. The Code set out to standardise approaches to investigation practice and reporting with a view to enhancing the safety of life at sea and the protection of the marine environment.

The BMA has implemented the Code in full and investigates all “very serious marine casualties” that is, any which involve the total loss of the ship or a death or severe damage to the environment. However investigations are also conducted on other incidents following an initial assessment of the potential to have led to danger to persons on board or to serious pollution.

In 2015 BMA’s Casualty and Investigations Department received a number of incident notifications from Bahamas ship operators. These ranged in severity from minor “cuts and bruises” injuries through significant fires to, in the worst case, the total loss of a vessel with multiple fatalities. Every report received was carefully reviewed to assess the need for a formal investigation and nine on-site investigations were instigated. The investigation report on the most serious casualty was prioritised and has already led to action at IMO to review regulatory requirements.

Reporting requirements are contained in BMA Bulletin 04 and were most recently revised in November 2015 to include reporting of occupational health matters and notifiable disease as required by the Maritime Labour Convention. The Department can be contacted by email at [casualty@bahamasmaritime.com](mailto:casualty@bahamasmaritime.com) for assistance on any matter related to any accident or incident.

events were considered a huge success that helped enhance BSA’s profile as a proactive association.

In 2016, we will continue the tradition of arranging our Board meetings around other meetings with maritime authorities, associations, and events, and I look forward to further progressing BSA strategies and objectives.



# BAHAMAS MARITIME CADET CORPS

The Bahamas Maritime Cadet Corps (BMCC) is a programme instituted by the Bahamas Maritime Authority, to introduce and prepare high school students – grades 10 through 12 – for employment in the maritime industry.

It is conducted in conjunction with the Ministry of National Security via the Royal Bahamas Defense Force and the Ministry of Education.

Presently, the BMCC holds classes for cadets from High Schools in New Providence (189), Grand Bahama (78), Abaco (40), Eleuthera (67) and Inagua (10), a total of 384 students nationwide. BMCC is readily available to the other Bahamian Islands for school talks, career fairs and other events.

The thrust of the BMCC is to motivate, advise and give guidance to aspiring Bahamian seafarers. To date 708 young Bahamians have graduated from the programme, with over 80 per cent remaining in the industry either as students, employees or a combination of both.

The BMCC uses 20 highly trained RBDF present and retired personnel to deliver all course material in Vessel Types, Seamanship, Navigation, Ship Husbandry, Rules of the Road, Basic Engineering and Fire Fighting. All graduates are given the basic STCW 1978 (as amended) courses.

**Technical Schools** are the choice for the majority of cadets seeking international certification, as financial aid to Universities is quite limited. The BMCC provides constant guidance to these ambitious cadets and their parents who seek guidance for the cadets' career paths.

**Universities** attended by cadets are predominantly American with SUNY and Cal



Maritime leading the way. Historically, Bahamians have attended SUNY since the 1960's and the BMCC encourages all cadets with the academic acumen and financial means to attend first class maritime institutes then embark on a life at sea. In this

vein, the BMA offers full four-year scholarships to highly qualified cadets to attend SUNY.

**LJM Maritime Academy** is a welcome addition for the BMCC grads as it gives a high level of training at a reasonable price and it is located right here at home.

## Audit of STCW Training Providers in The Bahamas

BY CAPT ÓLI H H OLSEN, ASSISTANT DIRECTOR, SEAFARERS & MANNING

Captain Oli Olsen of the BMA conducted STCW audits of two training providers in The Bahamas, LJM Maritime Academy (LJM) based in Nassau and Shipmate Ltd based in Freeport.



Both providers were deemed to comply with relevant provisions of STCW 1978, as amended (STCW) and were approved in accordance with their respective approval applications.

The audit of LJM was a follow-up to an initial audit made in 2014, and resulted in the approval of their training programs for "Officer in Charge of an Engineering Watch (STCW III/1)" and for "Officer in Charge of a Navigational Watch (STCW II/1)". Shipmate is fully approved to provide "Basic Safety Training" in accordance with the provisions of STCW VI/1.

The BMA continues to engage with LJM as this provider is aiming to seek approval for STCW management level certification. LJM has a quality management system in place and future work will mainly consist of developing syllabuses, subject to approval by the BMA, for the additional training it plans to provide.

In 2014 Gadites Navigational Technical Institution (Gadites) and the Bahamas Maritime Training Institution (BMTI) were also audited and approved to conduct safety and security training and certify seafarers in accordance with STCW.

The approval process for training requires training providers to comply with the standards of STCW Regulations I/6 and I/8 – the international quality standards training institutions must follow in order that the training will be accepted. Compliance with STCW requirements is essential for all maritime training.

A total of four (4) training providers based The Bahamas are now approved by BMA to provide training for seafarers and issue the appropriate certificate in accordance with the provisions of STCW: –

- Bahamas Maritime Training Institution (BMTI): Basic and advanced Safety Training in accordance with STCW Chapter VI;
- Gadites Navigational Technical Institution (Gadites): Basic and advanced Safety Training and Security Training in accordance with STCW Chapter VI;
- LJM Maritime Academy (LJM): Officer in charge of a Navigational Watch training, Officer in Charge of an Engine Room Watch training, Ratings (Navigation and Engineering) training, basic and advanced safety and security training in accordance with STCW Chapter VI and
- Shipmate Services Ltd (Shipmate) basic and advanced Safety Training and Security Training in accordance with STCW Chapter VI.

The BMA will continue to audit the Bahamas training providers on a regular basis to ensure their continuous compliance with the international requirements. The Authority will also organise and perform assessments of Bahamas seafarers in order to verify that they are qualified to receive Bahamas National Certificates to sail as officers on any ship in the world.



# EVENTS CALENDAR

## SUB-COMMITTEE ON NAVIGATION, COMMUNICATIONS & SEARCH & RESCUE (NCSR) 3RD SESSION

29 February - 4 March 2016 ► IMO

## SEATRADE CRUISE GLOBAL

14 - 17 March 2016 ► Florida, USA

## SUB-COMMITTEE ON SHIP SYSTEMS & EQUIPMENT (SSE) 3RD SESSION

14 - 18 March 2016 ► IMO

## CMA CONFERENCE 2016

21 - 23 March 2016 ► Stamford, Connecticut

## FACILITATION COMMITTEE (FAL) 40TH SESSION

4 - 8 April 2016 ► IMO

## MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC) 69TH SESSION

18 - 22 April 2016 ► IMO

## IOPC FUNDS

25 - 29 April 2016 ► IMO

## MARITIME SAFETY COMMITTEE (MSC) 96TH SESSION

11 - 20 May 2016 ► IMO

## BMA POSIDONIA LUNCHEON

3 June 2016 ► Athens, Greece

## POSIDONIA

6 - 10 June 2016 ► Athens, Greece

*Posidonia 2016 is on track to be the biggest yet so be sure to visit us*

**STAND 2.210 at the Metropolitan Expo, Athens.**

## LEGAL COMMITTEE (LEG) 103RD SESSION

6 - 10 June 2016 ► IMO

## THE SEAMANS CHURCH INSTITUTE SILVER BELL AWARDS DINNER

9 June 2016 ► New York City

## MARINE MONEY NEW YORK

21 - 23 June 2016 ► New York, USA

## 21st CARIBBEAN PORT STATE CONTROL COMMITTEE MEETING

26 June 2016 ► Aruba

## THE BAHAMAS RED CROSS SOCIETY

A devastating Category 4 hurricane ripped through the southeastern islands of The Bahamas last year.

When the hurricane first formed, it posed no apparent threat and many Bahamians were not even sure how to pronounce its name. This, according to Minister Glenys Hanna Martin became a source of humour throughout the country. "However," she said, "when this monster storm unleashed its fury on the country all humour fell away and we came to learn the correct pronunciation, "Joaquin."

The storm came to defy all of the scientific models and projections of the National Hurricane Centre and it ultimately struck The Bahamas with intense force, remaining stationary for many hours over island communities. The destruction of property has been immense, into the tens of millions of dollars but thankfully no life was lost.

The staff of the BMA rallied round and made a considerable donation to the Bahamas Red Cross.



► LEFT TO RIGHT: PATRICIA PINDER BMA, COMMODORE DAVY ROLLE MD & CEO BMA, CAROLINE TURNQUEST, DIRECTOR GENERAL BAHAMAS RED CROSS AND KENNETH CAREY BMA

## Successful rescue by BMA ship

On 09 February 2016, *Castorone*, a Bahamas pipe laying vessel operated by Saipem Portugal sighted persons atop a wooden boat while in international waters. The vessel proceeded toward the partially submerged boat and rescued the distressed persons. The two males had been in the water for about seven hours and encountered difficulties, their boat had been damaged and started taking on water, capsizing near *Castorone* and eventually sank.

Food and medical treatment were provided to the 2 males before being taken to Indonesia where they were handed over to the Indonesian authorities.

The Bahamas Maritime Authority expresses its sincere thanks and appreciation to Captain Stefano Fanciulli and the crew of *Castorone* for their commendable actions which undoubtedly saved the lives of these two men.



► SAIPEM (PORTUGAL)

[WWW.BAHAMASMARITIME.COM](http://WWW.BAHAMASMARITIME.COM)



## YOUR COMMENTS

If you have any comments about the Flag or need to tell us of a change of address please contact us on [edit@bahamasmaritime.com](mailto:edit@bahamasmaritime.com)