

In this issue: ▶ IMO update ▶ Regulatory challenges facing tanker industry ▶ WISTA ▶ Incident reporting & investigations ▶ Bahamas Shipowners Association AGM

BAHAMAS SHIPS AT WORLD ENDS

RECORDS BROKEN FOR THE FURTHEST SOUTH SAILED BY M/V *THE WORLD*

Bahamas registered *The World* breaks the record for the furthest south sailed, reaching Antarctica's Ross Ice Shelf during its 22 day Ross Sea expedition.

The private residential ship, carrying 145 residents and 272 crew and adventurers, broke the record on 28 January 2017, reaching 78°43'997"S and 163°41'421"W at the Bay of Whales in Antarctica's Ross Sea. M/V *The World* is a 43,188-ton private yacht commanded by Captain Dag H. Saevik; this is now the furthest south any vessel has ever sailed.

Commenting on achieving a new record, Captain Dag H. Saevik said: "When we designed this remarkable expedition to the Ross Sea with our residents, that has taken two years of preparation, we hoped that with the right conditions we might be able to reach the ice shelf and set a new record for the most southerly navigation. This voyage of more than 5,000 nautical miles have taken us to the most isolated area of the world.

"Explorers like Amundsen, Shackleton and Scott have always been driven to explore the furthest boundaries. However, not many people get to travel to the end of the earth from their own home" remarked Captain Saevik. Few vessels have made the journey to this remote part of Antarctica.



MISSION ACCOMPLISHED: CRYSTAL SERENITY COMPLETES 32-DAY NORTHWEST PASSAGE JOURNEY

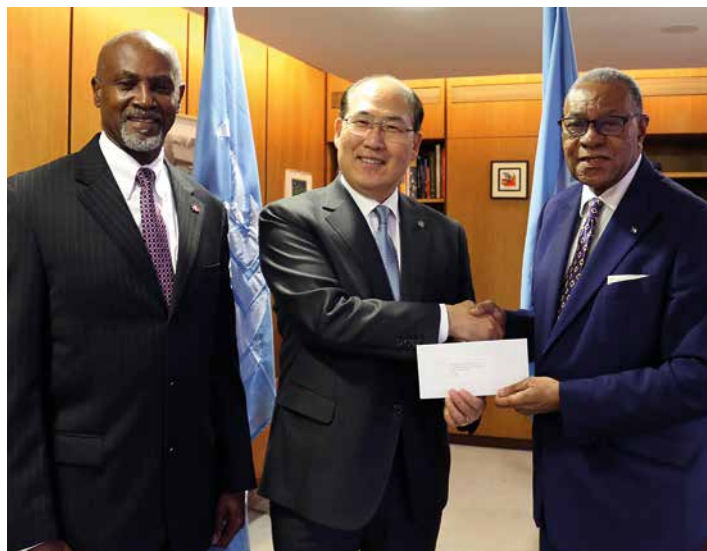
Crystal Cruises becomes first ever luxury cruise line to transit the historically elusive Arctic route; preparations underway for 2017 voyage.

More than three years after the inception of the immensely ambitious plan to transit the Northwest Passage, Crystal Cruises' luxury cruise ship *Crystal Serenity* completed the epic undertaking. The successful voyage marks the first of its kind made by a large luxury cruise ship. For 32 days and 7,297 nautical miles, more than 1,000 guests and 600 crew members witnessed the remote Arctic waterways and terrain that was inaccessible just over 100 years ago.

"We are humbled and thrilled to have completed such a monumental journey" said Edie Rodriguez, CEO and president at Crystal. "As Crystal is constantly seeking new ways to share the world with our guests, the Northwest Passage represents an especially massive undertaking that was made possible by the extreme dedication of our expert destination team

Continued on page 3...

PRESENTATION OF IMO ASSESSMENT

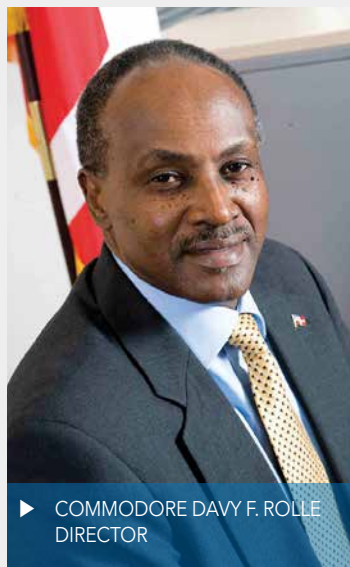


IMO Secretary General is presented with The Bahamas assessed 2015 contribution of more than £1 million. L to R Commodore Davy Rolle, CEO & MD, BMA, Kitack Lim, IMO Secretary General, HE Eldred Bethel, Bahamas High Commissioner.

Bahamas - Cooperating Non-Contracting Party status to the North East Atlantic Fisheries Commission (NEAFC)

Bahamas Accedes to Bustamante Code

DIRECTOR'S MESSAGE



► COMMODORE DAVY F. ROLLE
DIRECTOR

The Bahamas Maritime Authority congratulates the Bahamas' ships, *The World* for breaking the record for furthest south sailed, and *Crystal Serenity* on achieving its 32-day northwest passage.

Sailing under the Bahamian flag are some 121 cruise ships, with 18 on the order books out to 2022 - 139 cruise ships, totalling over 9.7 million gross tons; with maximum persons' numbers exceeding 225,000.

The BMA prides itself on the quality of its service, timely responses, and support provided to its clients. Just as importantly, the BMA continues to attend and actively participate in meetings at the International Labour Organization (ILO), and the International Maritime

Organization (IMO) and to co-sponsor industry papers. Further, The Bahamas looks forward to your support in its bid for re-election to the prestigious IMO Council in Category C, later this year for the 2018/19 biennium.

With the co-sponsoring of Seatrade Cruise Global 2017 *Business on the beach* this year with the Bahamas Ministry of Tourism, we continue to highlight the benefits of the Bahamas flag to existing and potential clients.

It was with delight that we saw WISTA (Women's

International Shipping and Trading Association) open their Bahamas chapter at the end of the 2016.

I am also pleased to inform that two (2) manning agencies in The Bahamas were incorporated last year and, this year, the Convention of Private International Law of 1928, also known as the Bustamante Code entered into force for The Bahamas.

I would like to thank the various contributors to this edition, which helps ensure that The Flag brings you up-to-date industry news.

NAUTICAL INSPECTORS' MEETING – ATHENS, GREECE

In October 2016 a meeting of Authorized Nautical Inspectors, attended by over 30 persons mainly from European and the Middle East countries, took place in Athens. The participation of key personnel from the BMA London and the Piraeus offices, provided

a very welcome and useful briefing on latest requirements and / or instructions, and in particular to an exchange of ideas, clarifications on numerous issues, and also a most satisfactory person to person contact between the participants.



IMO UPDATE



► JOHN AKHURST
BMA DEPUTY DIRECTOR

While 2017 will be another busy year at the International Maritime Organization it is worth reflecting on two events that happened in 2016 – two events that have significant impacts on shipping. The first event was the ratification of the Ballast Water Management Convention by Finland which meant that the second criterion for entry into force, 35% of world tonnage, was met some 12 years after the Convention was adopted in 2004. The fact that this took such a long time is an indication that all is not well with the Convention.

The other significant decision was on the implementation date of the 0.5% global sulphur cap for fuel. Two availability studies were presented to the IMO Marine Environment Committee and they, of course, arrived at differing conclusions. What was very evident was that there can be little certainty that compliant fuel will be available “where and when” needed on a global basis on, or before, 1 January

2020 (and selection of the alternative of 1 January 2025 would have provided no greater certainty).

What is needed is a stable situation where the availability of compliant fuel of the right quality is assured. The challenge for IMO in 2017 is to start working on measures to facilitate smooth implementation and answer some important questions: What happens if a ship cannot load compliant fuel? What happens if the fuel loaded is claimed to be compliant but is found non-compliant on testing? What happens to fuel remaining on board on 1 January 2020? What about ships that are laid-up?

One other significant challenge for IMO is the response to the Paris Agreement on greenhouse gas emissions. While much has been done in terms of improving fuel efficiency there is increasing pressure to do more. A workplan has been agreed to address the issue and special meetings will be held to progress the discussions. The Bahamas will continue to advocate realistic and pragmatic approaches that balance costs and benefits.

In 2017 other important issues will be discussed amongst which are standards and requirements for lifting appliances, managing fatigue on board, additional GMDSS providers, cyber-security, electronic certificates and record keeping, implementation of the 2010 Manila Amendments and ventilation of totally-enclosed lifeboats.

BALLAST WATER MANAGEMENT CONVENTION

After 12 years' wait the Ballast Water Convention will enter into force on 8 September 2017 and the industry would be forgiven for viewing this date with some nervousness. The original installation dates have passed; uncertainties still exist over the real-world performance of approved treatment systems, and national requirements bring further challenges. One of

the most uncertain aspects of the implementation of the Convention is this: Just how will Port State Control be implemented? Article 9 of the Convention is clear but flawed because sampling and analysis is presented as an early compliance verification tool. This may not have been a problem if there had been confidence that the approval of BWMS was robust and could

lead to assurance of compliant performance in the field – but that was not the case. While the approval guidelines have been revised (Resolution MEPC.279(70)) we now await re-approval of existing BWMS and proof that PSC will be sympathetic to the predicament of “early-adopters” who took the brave decision to install BWMS before the Convention entered into force. There are

other major uncertainties associated with sampling and analysis: Is the sample taken truly representative of the content of the tank; Is the sample that reaches the laboratory consistent and in exactly the same condition as it was when it left the ship? How can the ship be sure that the testing is rigorous, fair and transparent?

Continued from page 1

CRYSTAL SERENITY

and expedition partners. We now look forward to beginning the planning process in delivering another memorable experience for guests on our 2017 sailing”.

The award-winning vessel was captained by Master Birger J. Vorland, who enters an exclusive club of maritime explorers to successfully lead a vessel through the Northwest Passage, and joins Norwegian-born sailors Roald Amundsen and Henry A. Larsen on achieving the professional milestone. During the northernmost portion of the journey, *Crystal Serenity* was escorted by the RRS Ernest Shackleton.



► CRYSTAL SERENITY NWP ARRIVAL IN NYC STATUE OF LIBERTY
(PHOTO CREDIT – DIANE BONDAREFF, CRYSTAL CRUISES)

BUSTAMANTE CODE

On 22 February 2017, the Convention of Private International Law of 1928, also known as the Bustamante Code, entered into force for the Commonwealth of The Bahamas, as stated by its articles 4 and 6.

http://www.oas.org/en/sla/dil/inter_american_treaties_recent_actions.asp

REGULATORY CHALLENGES FACING THE TANKER INDUSTRY

INTERTANKO members face 2017 with uncertainty about the all-important tanker market which is further compounded by the immediate concern of complying with international and national ballast water management regulatory requirements and the intermediate challenge of meeting the newly established global air emission regulations.

With the entry into force of the IMO Ballast Water Management (BWM) Convention on 8 September 2017, INTERTANKO members are confronted with a possible "double jeopardy" of having to comply with the IMO convention requirements, as well as the US Coast Guard BWM regulations, which are not the same. The hope of all is that compliance with one will result in compliance with the other, but that is far from assured. In addition, there is the major concern that compliance with the IMO treaty could result in the installation of a BWM system that may have to be replaced with a different BWM system to meet the USCG BWM regulations.

Under the agreement reached in IMO Assembly Resolution A.1088(28), shipowners will have to start installing a BWM system on their ships after 8 September 2017. The systems currently available are those that meet the testing and type approval in the Guidelines for approval of ballast water management systems (G8). There are more than 60 BWM systems that have IMO type approval under these G8 guidelines. However, the IMO Member States have agreed that there was a need to revise and improve the G8 guidelines to provide more robust and reliable equipment. These revised G8 guidelines were recently approved by IMO, but there is no way of knowing when BWM systems meeting the new G8 guidelines will be available. Therefore, it was agreed that BWM systems meeting these new guidelines would not have to be installed on ships until October 2020. This leaves more than a three year period when BWM systems installed will meet the existing G8 guidelines. Although some of these "first generation" BWM systems may be fit for purpose and can meet the required performance standard, the problem is that shipowners will have no way to determine which existing G8 approved systems will work and which ones will not. Installation of an existing G8 BWM system that does not work will not enable the ship to meet the environmental objectives of the BWM convention.

Recognizing that there are some "shortfalls" in BWM systems approved to the existing G8 guidelines, IMO has also agreed to a roadmap for the implementation of the BWM convention. This roadmap is aimed at not penalizing shipowners that have

installed a BWM system that meets the existing G8 guidelines. The two main thrusts of this roadmap are that a BWM system that is installed, maintained and operated correctly does not need to be replaced due to "occasional lack of efficacy" and the shipowner should not be penalized due to "an occasional exceedance of the [BWM convention discharge] standard". However, this roadmap also includes a footnote which states that "non-penalization may be subject to review as additional information becomes



▶ JOE ANGELO
DEPUTY MANAGING DIRECTOR, INTERTANKO

available". This puts the shipowner who installs a BWM system meeting the existing G8 guidelines in a very precarious position which is further compounded by the USCG BWM regulations.

The US is not party to the IMO BWM convention and has separate national BWM regulations. Under these regulations, a shipowner must install a CG approved BWM system starting in December 2013. However, the CG recognized that there would be no CG approved BWM systems by that date and allowed shipowners to apply for an extension of the ship's compliance date. In this respect, the CG has been very reasonable in granting more than 10,000 extensions to date. The result of these extensions is that in effect the overwhelming majority of ships calling at the US will not have to install a CG approved BWM system until starting in 2019. (It should be noted that in December 2016, the CG approved three BWM systems, so obtaining

future extensions will become more challenging. It is not known when there will be additional CG approved BWM systems.)

The result is that a shipowner that installs an existing G8 BWM system at a cost of millions of dollars to meet the IMO BWM convention implementation requirements, may not only be penalized if that system does not work, but worse, would most likely be required to replace that system at a significant additional cost of millions of dollars and install a CG approved BWM system when the ship reaches its compliance date under the extension granted.

There is no "silver bullet" solution to this dilemma, but the best way forward is for the IMO Marine Environment Protection Committee (MEPC), when it meets in July, to agree to amend the IMO implementation schedule to provide more time for shipowners to install a BWM system on their ships. This would allow BWM system manufacturers more time to produce an ample supply of revised G8 and CG approved BWM systems. Ideally, the IMO implementation schedule should be amended to require ships to install BWM systems starting in 2019 which would be somewhat consistent with the CG implementation schedule. Doing so would not only help in alleviating the dilemma the shipowner faces through no fault of their own, but more importantly, would enable the shipping industry to meet the environmental objectives of the BWM convention and the CG BWM regulations.

With regard to the air emission regulations, the good news is that IMO has made the decision that 1 January 2020 is the effective date for all ships to comply with the 0.50% global sulphur limit. This decision provides the much needed certainty to INTERTANKO members who now need to decide how they will comply with this regulatory requirement. INTERTANKO's policy on air emissions is to "promote the global use of clean fuels to reduce air emissions from ships and assist members in making the right choices for their tankers to comply with these requirements". A majority of INTERTANKO members share the view that it is better to solve this issue ashore, rather than on the ship, but each member will need to assess ▶

REGULATORY CHALLENGES ARE PROGRESSING AT A RAPID PACE FOR DRY BULK SHIPPING



► DR KOSTAS G. GKONIS
SECRETARY GENERAL,
INTERCARGO

Regarding the safe carriage of dry bulk cargoes, cargo shift and liquefaction remain great concerns. When seafarers' lives are lost, even one lost life is too many. The shipper is responsible for ensuring a safe cargo is loaded, while the importance of flag States' timely submission of casualty investigation reports to IMO is paramount. INTERCARGO has also been working at IMO towards improved testing and verification of the cargo carriage

INTERCARGO is entering 2017 with a loaded agenda. Against a challenging commercial context, as in 2016 the market suffered with the Baltic Dry Index diving to a historic low before showing improvement in the second half of the year, regulatory requirements have been progressing at a rapid pace.

conditions, and amendments to the IMSBC Code.

Ahead of the IMO Ballast Water Management (BWM) Convention entry into force on 8 September 2017, we are really concerned by the real practical problems faced by our members when it comes to the retrofitting of existing dry bulk ships; any decisions on its implementation to be taken at the next MEPC 71 in July 2017 will come too late for many. Moreover, owners' uncertainty remains in choosing a BWM system (see e.g. IMO-type approved against USCG requirements).

INTERCARGO has been participating actively in the development of GHG reduction measures at IMO. IMO has our full support in the mitigation of global GHG emissions from ships, and as shipping is by definition an international activity, IMO is the appropriate

body to address such global challenges. The ambitious roadmap already approved by consensus in this respect will be followed up in the next MEPC.

On the implementation of the 0.5% sulphur cap from 2020 for ships' fuel oils, we are promoting the consideration at IMO level of transitional issues, the impact on machinery systems, verification issues and mechanisms, and any regulatory amendments or guidelines required.

On Port State Control, INTERCARGO will continue its efforts to persuade regional MoUs to establish self-assessment mechanisms with the objective of targeting corruption within their areas, a problem that has not been sufficiently addressed so far.

INTERCARGO's activities (such as participation in Industry Working and Correspondence

Groups, and of course at IMO) and publications (e.g. on Carrying Solid Bulk Cargoes Safely, Casualties, and Benchmarking the industry) are related to the core items of our work programme, including also Goal Based Standards / Common Structural Rules, Reception Facilities, Lifting Appliances, Loading Rates, Piracy/Security, Criminalisation, and Training, Manpower and the Human Element.

We are proud that INTERCARGO-entered ships continue to outperform the industry averages in respect of detentions and deficiencies per inspection. INTERCARGO's commitment to safety, efficiency, and the environment, have become reference themes, even more so as, especially in difficult times, 'quality' makes the difference, which is otherwise INTERCARGO's primary focus.



MANNING AGENCIES IN THE BAHAMAS

In 2016, two manning agencies, Ship Mate Limited and Aquamarine Agency Limited were incorporated to assist young Bahamians in pursuing opportunities at sea.

Both agencies complied with MLC 2006 guidelines and obtained certification as Seafarers Recruitment and Placement Agencies, with commitments to safeguard and mitigate seafarer and ship owner risk.

Contacts for additional information:

Ship Mate Limited
www.shipmateltd.com

Aquamarine Agency Limited
www.aquamarineagency.com

► whether using compliant low sulphur fuel oil or shipboard abatement technology is the solution for their tanker operations. The INTERTANKO Secretariat will assist members with advice and guidance on the cost-benefits of the use of clean fuels and the alternative options available.

As with any new regulation, the devil is

in the detail. When deciding on the 2020 implementation date, IMO acknowledged the concerns expressed on the foreseeable initial challenges linked to availability and quality control, and agreed to further consider what additional measures need to be developed to promote safe, consistent implementation of the 0.50% global

sulphur limit. It is essential that there be a "level playing field" when enforcing this regulatory requirement. INTERTANKO will work with all IMO member states, the shipping industry and other affected stakeholders, to ensure that its members are in full compliance with all applicable international and national regulations.

LAUNCH OF BAHAMAS RE-ELECTION TO IMO COUNCIL RECEPTION



PRESENTATION OF CERTIFICATE COMMENDATION FROM THE IMO SECRETARY GENERAL TO A BAHAMIAN SHIP



SENIOR MARITIME ADMINISTRATORS WORKSHOP



WORLD MARITIME DAY

**CLIA LEADERSHIP
FORUM, MIAMI, FLA.**



**BMA STAFF
SHIP VISIT**



**INSPECTORS' SEMINAR,
ATHENS, GREECE**



**PSC INSPECTION,
NASSAU, BAHAMAS**



**AMVER AWARDS,
ATHENS, GREECE**



**REDEDICATION OF
BAHAMAS HOUSE,
NEW YORK**



**BAHAMAS DEPOSITS
INSTRUMENT OF ACCESSION TO
BUSTAMANTE CODE AT THE
OAS, WASHINGTON, DC**



**WISTA OPENS
BAHAMAS CHAPTER**



**BAHAMAS ISPS
COORDINATOR
MEETS WITH CRUISE
COMPANY SECURITY
OFFICERS**



The Women's International Shipping and Trading Association (WISTA) has opened a chapter in The Bahamas. The inaugural event in November saw a number of key influencers from across the industry welcome the establishing of the chapter. WISTA is a worldwide networking and mentoring association for women at the management level in the maritime industry, and a number of invitations have been extended to Bahamian women to become members of the new WISTA chapter.



INCIDENT REPORTING AND INVESTIGATIONS

2016 IN REVIEW

2016 proved to be exceptionally busy for Incident Reporting and Investigations. A marked increase of 19% in reported incidents was observed when compared with 2015 figures.



The most common and frequently occurring type of accident were passenger related (slips, trips, and falls) followed closely by natural deaths across the fleet. An increase in the number of occupational incidents can be attributed to more detailed reporting requirements in the Maritime Labour Convention. The most typical problem associated with these incidents was the fact that crew involved in the task failed to identify the risks involved properly before starting. Sometimes risk avoidance strategies were not implemented, and in some cases, individuals did not follow established procedures.

These incidents have clearly demonstrated that the implementation of sound risk management and safety practices to prevent injury and loss of life is essential.

However, other accident and incident categories contributed to the overall increase in reported incidents. For example, reports of collision/contact incidents rose by 44%, machinery failures by 79%, and the number of COLREGS/TSS violations increased by 17%. Collisions and groundings under pilotage unfortunately remain a very common occurrence contributing significantly to these figures.

Ten investigations into very serious marine casualties were commenced in 2016 in accordance with the IMO Casualty Investigation Code (MSC.255(84)). Significantly, four investigations directly involved incidents with Life Saving Appliances involving fatalities. The BMA remains alert to accidents of this nature and has given heightened attention to internal company investigations into all reported occurrences to ensure effective measures can be put in place to avoid repetition.

Many of our investigations are ongoing and it is too early to determine definitive causal factors. However, where safety issues are evident at an early stage a proactive approach has been taken with the introduction of Safety Alerts.

The alerts aim, in general, to highlight identified deficiencies and contributory factors, promulgate lessons learned and where necessary provide recommendations to stakeholders outside those directly involved in the case under investigation in an effort to avoid incidents occurring in the future.

In 2016, the marine investigation reports finalized and published included the *Amazon* (crew fatality during an abandon ship drill); the *Bahamas Celebration* (grounding), the *Boudicca* (engine room fire), and the *Baltic Ace* (collision and sinking with fatalities).

The Bahamas Maritime Authority makes all its investigation reports publicly available through its website at <http://www.bahamasmaritime.com/maritime/maritime-affairs-casualty/reports-of-investigations>.

THE MARINE ACCIDENT INVESTIGATORS' INTERNATIONAL FORUM



The Marine Accident Investigators' International Forum (MAIIF) exists to promote and improve the benefits and standards of casualty investigations with the ultimate objective to improve maritime safety. Its members include the investigation bodies of all the major maritime administrations, and the BMA is an enthusiastic and invaluable contributor.

Many of the discussion topics in the forum reflect the developing safety issues in the industry. Examples of recent topics that have been and are still enlivening debate include:

- Fatigue, and particularly the possibility that long tours of duty, is a significant factor in maritime accidents.
- Continuing concerns about the master/pilot/bridge team

- Engine room fires on passenger ships.
- Verbal shipboard communications including intraship, intership communications and those between ship and VTS.
- Improving communication and cooperation between the states involved in a casualty investigation as a key means to improve investigation practice.

These and other topics will be discussed at MAIIF's 26th annual meeting which will be held in New Zealand in November 2017 as well as at meetings of its regional sub groups in Europe, America and Asia. In the meantime, prior to the meeting, MAIIF will collect data on these issues and other subjects and, in its role as an IGO at IMO, assist the organization in all technical aspects of casualty investigation. MAIIF is making a valuable contribution to improving maritime safety but there is still much to do.

working relationship. The forum produced and distributed a pilotage safety poster in association with IMPA in 2016.

- Fires on car decks of ro-ro ferries where the stowage of vehicles can seriously impede access for fire-fighting.

INTERNATIONAL GROUP OF P&I CLUBS PROVIDE NEW INSURANCE ARRANGEMENTS FOR SHIPOWNERS' LIABILITY FOR ABANDONMENT



The development of MLC 2006, and the 2014 amendments, involved a degree of co-operation between Governments, shipowners, and seafarers. The entry into force of MLC over three years ago had limited consequences for P&I Clubs. However, even before the Convention came into force in August 2013, it was clear that future amendments would extend the scope of the Convention and lead the International Group Clubs to adapt to new liabilities on behalf of their shipowner members.

Clubs have issued MLC Regulations 2.5.2 and 4.2.1 certificates in the name of the Registered Owner as a matter of policy. This is partly because the Registered Owner will always be the shipowner under the MLC definition of shipowner and partly because the party named on the DMLC may not be an insured person for the purposes of P&I insurance. The Bahamas has accepted this arrangement.

The obvious feature of financial security is that it provides a mechanism for eligible claims to be paid to a ship's crew. There is nothing revolutionary about this when looking at payment of compensation due under the employment contract or collective bargaining agreement for injury, disability or death.

The 2014 amendments to The Maritime Labour Convention 2006 require shipowners to compensate seafarers for death or long-term disability, and outstanding wages and repatriation costs. These liability provisions are accompanied by a requirement to maintain insurance or other financial security, and from 18 January 2017, ships registered in MLC States were required to have specific financial security certificates on board.

However, the MLC Amendments introduce additional obligations on the Clubs including accepting claims directly from crew members. Clubs in the International Group already have an agreed policy to pay seafarer death and injury claims and in general terms the security and certification required under Regulation 4.2.1 is familiar territory for P&I Clubs.

The same cannot be said of the financial security required under the new Regulation 2.5.2. This extends to liabilities for repatriation of crew, essential needs such as food, accommodation and medical care and up to four months outstanding contractual wages and entitlements in the event of abandonment. It is this requirement which has created some tough challenges and led Clubs into uncharted waters.

Insurance and reinsurance

The Boards of all International Group Clubs are of the view that unpaid wages and repatriation costs should be covered by their clubs, but not by the current International Group pooling and reinsurance arrangements so a new solution had to be developed. For this reason, the liabilities consequent upon abandonment will not fall within the scope of the International Group's existing pooling and reinsurance arrangements. Instead the IG Clubs have joined together in arranging separate reinsurance for liabilities under MLC Standard

2.5.2 Certificates. This risk is new to the marine reinsurance market and while capacity is significantly lower for abandonment and back wages risks than for traditional maritime risks, the Clubs and their reinsurers have shown their versatility, and it has been possible to place reinsurance which will cover exposure of USD 200 million on a per fleet basis.

Progress

MLC has been ratified by 81 States representing 92% of world gross tonnage. This is a major achievement for ILO and the States that have given effect to the Convention. It also means that International Group Clubs face a real challenge in assisting shipowners in complying with the financial security requirements. It is even more challenging for States both as flag states and as port states. Clubs have taken the initiative by introducing MLC Certificate wording and new procedures to an informal correspondence group of States representing a cross-section of all MLC States, including The Bahamas. This has been necessary in order to ensure the uniformity which is essential to a workable system. It is also a clear demonstration of the strength of the International Group system and this has been recognised in the way that innovative solutions for shipowners have facilitated the entry into force of the 2014 amendments to MLC.



SEARCH AND RESCUE NEWS

M.V. IVAR REEFER

The M/V *Ivar Reefer* whilst on passage to Coquimbo, Chile on the morning of the 15 January received a call from Quintero VTS via satellite phone requesting the vessel render assistance to the four crew of a stricken fishing boat. The Master of the M/V *Ivar Reefer* responded immediately and altered course towards the fishing boat's known location approximately 8nm to the south. The location of the fishing boat was finally determined when a parachute flare highlighted their location.

The M/V *Ivar Reefer* approached the fishing boat and commenced disembarking the four crew via the vessel's pilot ladder. The crew of the M/V *Ivar Reefer* reacted professionally to ensure the four crew of the fishing boat were recovered on board safely. Once on board the Master and crew extended their hospitality by ensuring the journey to Los Vilos was as comfortable as possible prior to disembarking.

WWW.BAHAMASMARITIME.COM



CHAIRMAN'S MESSAGE

This year has proven to be both challenging and remarkable for The Bahamas Shipowners Association (BSA). Led by the Association's new Manager, the BSA has focused much of the latter of 2016 on its strategy and objective moving forward - centering around improving the relationship and communication with our members as to be able to provide them with the best possible support, aiming to fulfil the BSA's Mission:

"Proactively pursuing the interest of our Members closely collaborating with Flag State and influencing industry."

Our relationship with the Bahamas Maritime Authority (BMA) is crucial to achieving the vision and goals that we have set for the BSA - therefore this relationship is something that we continue to foster. The cooperation between the BSA and the Flag state is instrumental in the growth of the Bahamas Flag and I am grateful for the BMA's continued cooperation and support.

Internally we have had some changes within the Board, namely the appointment of Christian Sauleau, Crystal Cruises, and Thijs van der Jagt, SMIT Salvage, who were both ratified at our AGM. Looking ahead, the Board and I, with the support of the membership, will continue to work toward building and promoting a platform where our voice can contribute to this dynamic industry. Our involvement with the ICS has amplified over the year, including Chairing the MBM Working Group as well as our active representation at the ICS Board and its Committees and Sub-committees.

This coming year we plan to be visible at several major shipping events, including SeaTrade in Fort Lauderdale in mid-March, Nor-Shipping at the end of May and early June, and during the London International Shipping Week, during which we aim to hold this year's AGM.

SHIPOWNERS ASSOCIATION AGM

BY JOHN ADAMS, CHAIRMAN BSA

The BSA is proud of its links to the Greek Maritime community - with almost 20% of the BSA members represented by Greek ship-owning interests, Greece made for a fitting choice to end the Association's year. On 3 November 2016 the BSA held its 20th Annual General Meeting (AGM) in Athens.

The AGM was well attended by members, industry professionals and local media, who all gathered to network, listen to presentations and hear of the BSA's latest and newest initiatives. At the core of the BSA presentation was the BSA strategy development, discussing the importance of developing a strategy for the future and the importance and value of the BSA's close collaboration with the Flag. The Mission of the BSA was also presented to the participants at the AGM, which was well received: ***Proactively pursuing the interests of our Members, closely collaborating with Flag State and influencing industry.***

Themed 'The BSA - Looking Ahead' speakers included: Peter Hinchliffe, Secretary General of the ICS, who has since been awarded the "Lloyd's List International Shipping Personality of the Year"; Nikos Tsakos - CEO of TEN and Chairman of INTERTANKO; and Henry Curra, Head of Research, Braemar ACM Shipbroking, discussing 'The Good, The Bad and The Ugly' as three possible future scenarios for the development of the shipping industry. The BMA was represented by several colleagues, most notably the Deputy Chairman, Peter John Goulondris and the MD Cmdr Davy Rolle, both making very valuable presentations further strengthening the ties between the BMA and the BSA.



EVENTS CALENDAR

SUB-COMMITTEE ON NAVIGATION, COMMUNICATIONS & SEARCH & RESCUE (NCSR) 4TH SESSION

6 - 10 March 2017 ► IMO, London

SEATRADE CRUISE GLOBAL

13 - 16 March 2017 ► Florida, USA

CMA SHIPPING 2017

20 - 22 March 2017 ► Connecticut, USA

ILO WORKING GROUP OF THE MLC 2006 SPECIAL TRIPARTITE COMMITTEE

3 - 5 April 2017 ► Geneva, Switzerland

FACILITATION COMMITTEE (FAL) 41ST SESSION

4 - 7 April 2017 ► IMO, London

NOR SHIPPING

30 May - 2 June 2017 ► Oslo, Norway

MARITIME SAFETY COMMITTEE - 98TH SESSION

7 - 16 June 2017 ► IMO, London

SEAMEN'S CHURCH INSTITUTE 40TH ANNUAL SILVER BELL AWARDS DINNER

8 June 2017 ► New York, USA

MARINE MONEY INTERNATIONAL

19 - 21 June 2017 ► New York, USA

CARIBBEAN MOU CPSCC 22

20 - 22 June 2017 ► Aruba

MARINE ENVIRONMENT PROTECTION COMMITTEE - 71ST SESSION

3 - 7 July 2017 ► IMO, London

TECHNICAL COOPERATION COMMITTEE (TC)

17 - 19 July 2017 ► IMO, London

COUNCIL - 118TH SESSION

24 - 28 July 2017 ► IMO, London

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS (CCC) - 4TH SESSION

11 - 15 September 2017 ► IMO, London

SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS (III) - 4TH SESSION

25 - 29 September 2017 ► IMO, London

COUNCIL - 29TH EXTRAORDINARY SESSION

20 - 24 November 2017 ► IMO, London

ASSEMBLY - 30TH SESSION

27 November - 6 December 2017 ► IMO, London

BAHAMAS IMO ASSEMBLY LUNCHEON

28 November 2017 ► IMO, London

NEW APPOINTMENTS



Bella Bonney

Bella joined the Authority in August 2016 as Administrative Assistant in the Finance Department. She studied Law at the University of Latvia. Bella previously worked in advertising and as a secretary.



Taslim Imad

Taslim joined BMAs London office in April 2016 as a Technical and Compliance Officer within the Inspections and Surveys Department. He is a Master Mariner from Glasgow College of Nautical Studies and has an MBA in Shipping and Logistics from the University of Middlesex. He has 19 years of sailing experience on a wide variety of vessels which include general cargo, bulk carrier, container, ro-ro/pax, ro-ro/freight and cruise ships. Taslim previously worked ashore as Marine Superintendent at MOL of Japan's European headquarter in London prior to joining BMA.



Marie Caillerie

Marie was trained as both a Marine Engineer and a Master Mariner in France in the 90's. She served as an Engineer and a Deck Officer on large bulk-carriers and cable-layers, and as an Environmental Officer on P&O Cruise ships. She also obtained a Bachelor's Degree of English and a Master in Maritime Law. She worked with different stakeholders in the maritime industry, including Maritime Academies in the UK and France, the IMO Secretariat (Conference Division) in London and classification society Bureau Veritas in Paris.



Priya Riyat

Priya has a Bachelor's Degree in Business Enterprise from the University of Birmingham. She has lots of customer service work experience through previous job roles. Priya says: "Joining BMA gives me the hands on experience within a financial role to pursue my career in finance and accountancy".



Christos Papastathopoulos

Christos Joined BMA's Greece office in June 2016 as a Technical and Compliance Officer. He previously worked in the shipping industry for 14 years gaining experience in various sectors, especially in Operations and ISM areas. During the last 5 years, he was appointed and worked as a DPA and CSO of Shipping Companies operating bulk and tanker vessels. He holds a degree in Maritime Studies and a Master Degree in Maritime Operations from John Moores University, Liverpool, England.



Your comments

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

Bahamas Maritime Authority,
120 Old Broad Street, London EC2N 1AR, UK