The Bahamas National Requirements

A reference source for Bahamas Recognised Organisations, Bahamas Approved Nautical Inspectors, ship-owners, companies, Masters, officers and crew.

The information contained within is intended to supplement The Bahamas Merchant Shipping Act and associated Regulations, Bahamas Maritime Authority (BMA) Agreement with Recognised Organisations and BMA Information Bulletins.

Revision 09 – Issued October 2017

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1 Administration Details & Contacts

1.1 Full Name of Flag State on Certificates:

The Commonwealth of The Bahamas

1.2 Name of Agency responsible for flag State affairs

The Bahamas Maritime Authority (BMA)

1.3 Emergency Response Contact

+44 7977 471 220

1.4 Website

www.bahamasmaritime.com

1.5 BMA Offices

1.5.1 London Office

Registration of Ships, Seafarer Certification and Full Technical Services
(Please use London office for all Class related and policy issues)

The Bahamas Maritime Authority
3rd Floor
120 Old Broad Street
London EC2N 1AR,
United Kingdom

Main Phone Number	+ 44 20 7562 1300
Fax Number(s)	+ 44 20 7256 5619
E-Mail Addresses	reg@bahamasmaritime.com (Registration) stcw@bahamasmaritime.com (Seafarers, Training, Manning) tech@bahamasmaritime.com (Inspections & Surveys) casualty@bahamasmaritime.com (Investigation/Casualty) mlc@bahamasmaritime.com (Maritime Labour Convention) yachts@bahamasmaritime.com (Yachts - Technical) finance@bahamasmaritime.com (Finance) ma@bahamasmaritime.com (Maritime Affairs)

1.5.2 Nassau office

Registration of Ships, Seafarer Certification, Port State Control in The Bahamas, Technical Advice for Local Ships, Long Range Identification & Tracking (LRIT), Yacht Registration

The Bahamas Maritime Authority
Shirlaw House
226 Shirley Street
PO Box N4679,
Nassau, N.P.
Bahamas

Main Phone Number: +1 242 356 5772
Fax Number: +1 242 356 5889
E-Mail Address nassau@bahamasmaritime.com (General enquiries)
lrit@bahamasmaritime.com (LRIT)
yachts@bahamasmaritime.com (Yacht registration)

1.5.3 New York office

Registration of Ships and Associated Services

The Bahamas Maritime Authority
Bahamas House
231 East 46th Street
New York 10017
United States of America

Main Phone Number +1 212 829 0221
Fax Number +1 212 829 0356
E-Mail Address newyork@bahamasmaritime.com

1.5.4 Hong Kong office

Registration of Ships, Seafarer Certification and Technical Advice

The Bahamas Maritime Authority
Room 2019 – 2020
20th Floor
Hutchison House
10 Harcourt Road, Central
Hong Kong

Main Phone Number +852 2522 0095
Fax Number +852 2522 0094
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1.5.5 Piraeus office

Registration of Ships, Seafarer Certification and Technical Advice

BMA Maritime Services (Hellas) SPLLC
10 Antoniou Ambatielou Street
185 36 Piraeus
Greece

Main Phone Number +30 210 429 3802/3/4
E-Mail Address greece@bahamasmaritime.com

1.6 BMA Agents

1.6.1 Japan

Registration of Ships

Mr Hiroyuki Miike (Registrar)
Mitsui Soko Co., Ltd.,
Kanto Branch Ships & Registry Team, 20-1,
Nishi-shimbashi 3-chrome, Minato-ku,
Tokyo 105-0003 Japan

Tel: +(81) 3 6400 8306
Fax: +(81) 3 6880 9936
E-mail: miike@mitsui-soko.co.jp

2 Ratified Conventions

Conventions to which The Bahamas is a Party and that require survey, certification and verification by Bahamas Recognised Organisations are applied "as amended", unless otherwise stated.

For a full list of such Conventions, please refer to BMA information Bulletin No. 101.

3 Survey, Certification & Applicable Instruments

3.1 Recognised Organisations

The Bahamas Maritime Authority has authorised a number of Recognised Organisations to carry out statutory survey and certification services, on behalf of the government of The Bahamas, on Bahamian ships (including offshore units and yachts) and on companies operating Bahamian ships.

Recognised Organisations are authorised under the provisions of MSC.349(92) *Code for Recognised Organisations (The RO Code)* and Regulations 5.1.1.3 & 5.1.2 of the Maritime Labour Convention 2006.

Please refer to BMA Information Bulletin No.3 for details of current Recognised Organisations

3.2 Extent of Authorisation

Bahamas Recognised Organisations are authorised to undertake surveys, audits and inspections and issue relevant statutory certification on behalf of the BMA as detailed in "Applicable Instruments" (see paragraph 3.3 below) with the following exceptions:

(i) Croatian Register of Shipping – authorisation not requested for MODUs and gas carriers

It should be noted that not all Recognised Organisations class all ship types or offer all services.

3.3 Applicable Instruments

		AUTHORISATION* (see below for key)				Stability Review
		IS	RS	A/I	EX	
1.	SOLAS Convention 1974 and Protocols of 1978 & 1988, as amended					
1.1	Passenger Ship Safety Certificate	F	F	-	A	YES
1.2	Cargo Ship Safety Certificate	F	F	F	A	YES
1.3	Cargo Ship Safety Construction Certificate	F	F	F	A	YES
1.4	Cargo Ship Safety Equipment Certificate	F	F	F	A	N/A
1.5	Cargo Ship Safety Radio Certificate	F	F	F	A	N/A
1.6	Document of Authorisation for the Carriage of Grain	F			A	YES
1.7	Document of Compliance with the Special Requirements for the Carriage of Dangerous Goods	F			A	N/A
1.8a	Document of Compliance according to the ISM Code	F	F	F	A	N/A
1.8b	Safety Management Certificate according to the ISM Code	F	F	F	A	N/A
1.9	International Ship Security Certificate according to the ISPS Code	F	F	F	-	N/A
1.10	Safety Certificate for High Speed Craft according to the International Code of Safety for High Speed Craft (HSC Code) 1994 or 2000, as amended	F	F	-	A	YES
1.11	Approval of Cargo Securing Manual	F	F	-	-	N/A
1.12	Equipment approval on behalf of the Administration where required by an International Convention	F			-	N/A
1.13	Approval of format of Passenger Ship Muster Lists	F			-	N/A
2.	Load Lines Convention 1966 and Protocol of 1988, as amended					
2.1	International Load Line Certificate	F	F	F	A	YES
3.	Tonnage Convention 1969					
3.1	International Tonnage Certificate	F			-	N/A
4.	MARPOL 1973 and Protocol 1978					
4.1	International Oil Pollution Prevention Certificate	F	F	F	A	YES
4.2	International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk	F	F	F	A	N/A

4.3	Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, BCH Code, for ships built before 1 July 1986	F	F	F	A	YES
4.4	International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, according to the IBC Code, for ships built on or after 1 July 1986	F	F	F	A	YES
4.5	Approval of Shipboard Oil Pollution Emergency Plan	F			-	N/A
4.6	Approval of Shipboard Marine Pollution Emergency Plan	F			-	N/A
4.7	International Sewage Pollution Prevention Certificate	F	F	-	A	N/A
4.8	International Air Pollution Prevention Certificate	F	F	F	A	N/A
4.9	Engine International Air Pollution Prevention Certificate	F			A	N/A
4.10	International Energy Efficiency Certificate	F			A	N/A
4.11	Approval of Ship to Ship Operations Plan	F			-	N/A
4.12	Approval of Volatile Organic Compounds (VOC) Management Plan	F			-	N/A
4.13	Approval of Procedures & Arrangements (P&A) Manual	F			-	N/A
4.14	Approval of Crude Oil Washing Operations & Equipment Manual (MARPOL I/35.1)	F			-	N/A
4.15	Approval of Oil Discharge Monitoring & Control System Operational Manual (MARPOL I/31.4)	F			-	N/A
4.16	Approval of MEPC.184(59) Exhaust Gas Cleaning System Technical Manual "Scheme A" (ETM-A)	F			-	N/A
4.17	Approval of MEPC.184(59) Exhaust Gas Cleaning System Technical Manual "Scheme B" (ETM-B)	F			-	N/A
4.18	Approval of MEPC.184(59) Exhaust Gas Cleaning System Record Book	F			-	N/A
4.19	Approval of MEPC.184(59) Exhaust Gas Cleaning System On Board Monitoring Manual (OMM)	F			-	N/A
4.20	Approval of MEPC.184(59) SOx Emissions Compliance Plan (SECP)	F			-	N/A
5.	COLREG Convention 1972					
5.1	Plan approval	F			A	N/A
6.	International Convention for Safe Containers 1972					
6.1	Type approval of containers	F			-	N/A
7.	Other IMO Codes					
7.1	Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, according to the Code for Ships Carrying Liquefied Gases in Bulk (*for ships delivered on or before 31 October 1976*)	F	F	F	A	YES
7.2	Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, according to the GC Code (*for ships built after 31 October 1976 but before 1 July 1986)*	F	F	F	A	YES

7.3	International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, according to the IGC Code (*for ships built on or after 1 July 1986)*	F	F	F	A	YES
7.4	Document of Compliance with the International Maritime Solid Bulk Cargoes Code (IMSBC Code)	F	F	F	A	N/A
7.5	Document of Compliance with the Code of Safe Practice for Cargo Stowage and Securing (CSS Code)	F			-	N/A
7.6	Document of Compliance with the Code of Safe Practice for Carrying Timber Deck Cargoes (TDC Code)	F			-	N/A
7.7	Special Purpose Ship Safety Certificate according to Resolution A.534(13) or MSC.266(84)	F	F	F	A	YES
7.8	Safety Certificate for Mobile Offshore Drilling Units according to Resolution A.414(XI), A649(16) or A.1023(26), as amended	F	F	F	A	YES
7.9	Code of Safety for Diving Systems according to Resolution A.831(19), as amended.	F	F	F	A	N/A
7.10	Code of Safety for Dynamically Supported Craft according to Resolution A.373(X), as amended	F	F	F	A	YES
7.11	Offshore Supply Vessel Document of Compliance, according to MSC.235(82)	F			-	YES
7.12	Certificate of Fitness issued under Resolution A.673(16) *Guidelines for the Transport and Handling of Hazardous Noxious Liquid Substances in Bulk in Offshore Support Vessels*	F	F	F	A	YES
8.	ILO Conventions					
8.1	Statement of Compliance with C92 (Accommodation)	F			A	N/A
8.2	Statement of Compliance with C133* (Accommodation) ** equivalence to Bahamas Merchant Shipping Regulations*	F			A	N/A
8.3	Statement of Compliance with C152* (Lifting Gear) ** equivalence to Bahamas Merchant Shipping Regulations*	F			A	N/A
8.4	MLC, 2006: Maritime Labour Certificate	F	F	F	M	N/A
9.	Other Codes & Conventions					
9.1	Compliance with Code of Safety for Caribbean Cargo Ships (CCSS Code)	F	F	F	A	YES
9.2	Compliance with Code of Safety for Small Commercial Vessels trading in the Caribbean (SCV Code)	F	F	F	A	YES
9.3	Compliance with the Bahamas Yacht Code	F	F	F	A	YES
9.4	Compliance with the (UK) Safety of Small Commercial Motor Vessels - A Code of Practice	F	F	F	A	YES
9.5	Compliance with the (UK) Safety of Small Commercial Sailing Vessels - A Code of Practice	F	F	F	A	YES
9.6	Compliance with the (UK) Small Commercial Vessel and Pilot Boat Code	F	F	F	A	YES
9.7	International Ballast Water Management Certificate	F	F	F	A	N/A
9.8	Type approval of Ballast Water Management Systems under the IMO G8 guidelines and approvals under G9	F	F	F	A	N/A
9.9	International Antifouling Systems Convention Certificate	F	X	X	A	N/A

9.10	Statement of Compliance on Inventory of Hazardous Materials, according to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009	F	F	F	A	N/A
9.11	Ready for Recycling Statement of Compliance	F			-	N/A
9.12	Statement of Compliance with IACS Recommendation No.99 Rev.1 *"Recommendations for the Safety of Cargo Vessels of less than Convention Size"*	F			A	YES
9.13	Polar Ship Certificate for ships complying with the International Code for Ships Operating in Polar Waters	F	F	F	A	YES
9.14	Passenger Submersible Safety Certificate	F	F	F	A	N/A

* Key to Authorisation:

F: Full authorisation to perform plan approval, type approval, carry out surveys and issue and/or revoke necessary interim and full-term certificates. Full authorisation includes the execution of stability verification where applicable.

A: Issuance of certificate to be previously approved by the BMA.

M: Exemptions and Equivalence under MLC 2006 are NOT delegated to Recognised Organisations. DMLC Part I and all MLC exemptions and equivalences are issued by the BMA.

X: Full authorisation for surveys required by Regulation 1(1)(b) of the AFS Convention

Recognised Organisations are authorised to apply the requirements of the relevant Codes and Conventions as amended or modified. Such authorisation includes approval of plans and documents that may be referred to within the Convention and Code requirements, as amended.

IS: Initial survey
RS: Renewal survey
A/I: Annual or intermediate survey
EX: Exemption from a requirement of the convention

3.4 Specific Instructions to Recognised Organisations

3.4.1 Use of Exclusive Surveyors, Auditors and Inspectors

The Recognised Organisation shall only use exclusive surveyors, auditors and inspectors to undertake statutory survey and certification services. Exclusive surveyors, auditors and inspectors are persons solely employed by the Organisation, duly qualified, trained and authorised to execute all duties and activities incumbent upon their employer, within their level of work responsibility and in accordance with IACS procedural requirements.

In exceptional and duly justified cases where the Recognised Organisation finds that its own exclusive surveyor is not available, the Recognised Organisation shall inform the Administration, who may then nominate an exclusive surveyor of one of the other Bahamas Recognised Organisations, subject to mutual agreement.

While remaining responsible for the certification on behalf of the flag State, the Recognised Organisation may subcontract radio surveys to non-exclusive surveyors in accordance with the relevant provisions of section 5.9 of part 2 IMO Resolution MSC.349(92) (RO Code).

3.4.2 Dual Class

The BMA has no objection to dual Class arrangements, provided that the Classification Society acting as a Recognised Organisation conducting surveys and issuing the relevant statutory certificates on behalf of The Bahamas is a Bahamas Recognised Organisation.

Where both Classification Societies are Bahamas Recognised Organisations, all statutory certificates are to be issued by one of the Classification Societies only.

3.4.3 Authority to require repairs

As per the provisions of SOLAS Chapter I, Regulation 6(b); MARPOL Annex I, Regulation 6.3.2; MARPOL Annex II, Regulation 8.2.3; MARPOL Annex IV, Regulation 4.4; MARPOL Annex VI, Regulation 5; and MLC Regulation 5.1.4.7(c), Recognised Organisation surveyors are authorised to require repairs to a ship and/or rectification of deficiencies identified during surveys. In addition, surveyors are authorised to carry out surveys under the MARPOL and SOLAS Conventions, if requested to do so by the appropriate authorities of a port State (see also 3.4.6(1) below).

3.4.4 Use of Service Suppliers

Recognised Organisations may utilise approved service suppliers to assist in making decisions affecting statutory surveys and certification. Specific guidance on service supplier approval is given in section 25.2.

3.4.5 Survey of Ships Joining the Register

IACS Procedural Requirement 28 (procedure for change of flag) is to be followed, except where otherwise advised by the BMA.

3.4.6 Reporting to the Administration

The notification requirements are as follows:

(i) *Ship not fit to proceed to sea*

As per the provisions of SOLAS Chapter I, Regulation 6(c), MARPOL Annex I, Regulation 6.3.3; MARPOL Annex II, Regulation 8.2.5; MARPOL Annex IV, Regulation 4.5; MARPOL Annex VI, Regulation 5.3.3; and MLC Regulation 5.1.4.7(c), in cases where the condition of a ship or its equipment does not correspond substantially with the particulars of the relevant statutory certificate, or is such that the ship is not fit to proceed to sea without danger to the ship or persons on board, or presents an unreasonable threat of harm to the marine environment, or a threat to the security of destination ports or coastal states, or a significant danger to seafarers' safety, health or security, the Recognised Organisation or attending surveyor shall immediately ensure that corrective action is taken and shall in due course notify the BMA.

If such corrective action is not taken the relevant certificate should be withdrawn and the BMA notified immediately and, if the ship is in the port of another Party, the appropriate authorities of the port State shall also be notified immediately.

For the purposes of these requirements, such cases include:

- Where serious deficiencies are identified during any survey or visit to a ship. The guidance on detainable deficiencies given in Section 3 of Appendix 2 of the IMO *Procedures for Port State Control 2011* (Assembly Resolution A.1052(27)) and IACS Recommendation 98 should be used as an illustrative list of deficiencies which are considered as serious;
- Failure to complete any class or statutory survey, audit or inspection within due date;
- Where any proposed condition of class, statutory memorandum or equivalent remark, issued in conjunction with serious deficiencies, prevents the completion of survey.

(ii) *Suspension and withdrawal of Class*

The BMA is to be notified of any suspension and/or withdrawal of class. In any case where Class is withdrawn from a ship in service and where a surveyor attends the ship, Recognised Organisations are authorised to remove from the ship all statutory certification that has been issued by, or on behalf of, The Bahamas, concurrent with the removal of Class certificates.

(iii) *Changes affecting details of Registry or Classification*

The BMA is to be notified of any changes which affect the Certificate of Registry or Class Certificate, including:

- Building details, e.g. ship being rebuilt, re-measured or undergoing major conversion;
- Ship or vessel type;
- Propulsion and engine details (e.g. total power, means of propulsion, type of engines);
- Ship dimensions (length, breadth, depth);
- No. of persons being accommodated;
- Tonnage (Gross, Net);
- Equipment fitted or removed to effect a major modification.

Changes in Class notation are also to be reported to the BMA.

(iv) *Forms / Records / Reports / Certificates*

Copies of short or full-term international Convention certificates and associated reports issued on behalf of The Bahamas are not to be forwarded to BMA offices unless specifically requested, with the exception of the following documents:

- Any statutory certificate issued which has an associated exemption, extension or equivalent arrangement, together with details of the affected item(s);
- ISPS Code certification (interim and full term ISSC);
- ISM Code certification (interim and full-term SMC);
- MLC 2006 certification (Maritime Labour Certificate)

Copies of the above should be forwarded by e-mail (not in hard copy), except where online access to these documents is available to the BMA.

Hard copies of the following documents only are to be sent to the BMA:

- Certificate of Survey for new buildings

3.4.7 Ships not compliant with statutory requirements

In cases where the condition of a ship or its equipment does not correspond substantially with the particulars of the relevant statutory certificate, the surveyor or Recognised Organisation should follow 3.4.6(i) above.

For minor items, the Recognised Organisation shall follow the requirements specified in IACS Recommendation No. 98 (Rev.1 Mar 2012) *Duties of Surveyors under Statutory Conventions and Codes*.

In instances where, temporarily, the requirements of an applicable instrument cannot be met under particular circumstances, the surveyor shall specify such measures or supplementary equipment as may be available to permit the vessel to proceed to a suitable port where permanent repairs or rectifications can be carried out or replacement equipment fitted. For urgent cases out of London office hours, the attending surveyor should contact the BMA Emergency Response Officer for authorisation to issue a restricted certificate.

Any exemption or equivalent arrangement that has been agreed for a specific ship will apply only to that ship for the period of time agreed. Exemptions and equivalents agreed under the process above do not apply to other ships, unless specifically authorised by the BMA, and are not to be repeated or extended for the same ship without prior BMA agreement.

Certification issued in conjunction with an exemption, extension or equivalent arrangement will be as agreed with the BMA, taking account of the relevant Convention or Code requirements and in accordance with the procedural systems operated by individual Recognised Organisations.

In all cases, applications shall be submitted in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

3.4.8 Annual & intermediate surveys, audits or inspections not completed before the end of the survey/audit/inspection window.

If the Annual, Intermediate, Periodic survey/audit /inspection, or Bottom surveys required by a Statutory Convention or Code are not carried out before the due date, end of the survey/audit/inspection range date, or commenced within the range date, but not completed before the end of the range date, the affected certificates cease to be valid.

In cases of *force majeure*, the BMA may, at its discretion, authorise the administrative issuance of Short Term Certification until the first available opportunity. When applying for Short Term Certification, the Recognised Organisation shall provide full details of the situation, including relevant documentary evidence of attempts to have the surveys/audit/inspection completed within the range dates and other supporting information.

In all cases the existing certificates shall not be endorsed when the surveys are undertaken. The existing certificates are to be withdrawn and the appropriate surveys/audits/inspection undertaken to the extent required by the BMA; generally, this will be to the extent of the survey that was not carried out (Annual, Intermediate, Periodic or Bottom survey). New certificates are to be issued on successful completion of the surveys/audit/inspection, with the same expiry date as the original certificates. The completion date of the survey/audit/inspection on which the certificate is based is to be date of completion of the survey to revalidate the certification. The endorsement sections of the new certificate for the current and previous annual, intermediate, periodic survey/audit/inspection or bottom survey are to be struck through and annotated "N/A".

3.4.9 Interpretation of Statutory Requirements

The BMA has issued guidance on the application of mandatory and non-mandatory technical standards by means of Information Bulletins.

In the absence of BMA issued direction, guidance contained in IMO Resolutions and Circulars should be considered. In the absence of either flag State or IMO guidance, relevant technical standards of the Recognised Organisation, including IACS Unified Requirements, Unified Interpretations, Procedural Requirements, etc. should be considered.

Further information is available in BMA Information Bulletin No.101.

The BMA does not give tacit acceptance to proposed arrangements or guidelines by its Recognised Organisations. Explicit acceptance must be sought by the Recognised Organisation.

3.4.10 Approval and Endorsement of Statutory Documents

For all statutory documents which are required to be carried on board ships that must be "approved by the Administration", a Recognised Organisation may adopt either of two methods for endorsement as set out in BMA Information Bulletin No. 91.

3.4.11 Certification for Conventions not in Force or *not Ratified by The Bahamas*

Where a ship is surveyed and found to be in compliance with a Convention that is either not in force or has not been ratified by The Bahamas, a Statement of Compliance[1] may be issued on behalf of The Bahamas. This certification is subject to the same annual / intermediate endorsement as a Convention certificate.

When the subject Convention is both in force *and* ratified by The Bahamas, the Statement of Compliance may be replaced directly with a Convention Certificate, without survey, with the expiry date being no later than that on the existing Statement of Compliance.

3.4.12Maintenance of conditions after survey

Whenever an accident occurs to a ship or a defect is discovered which affects:

- The safety and integrity of the ship; or,
- The efficiency or completeness of its equipment covered by statutory conventions

The master or company shall report the details of the accident or defect to the BMA and Recognised Organisation responsible for issuing the relevant certificates without delay.

If the ship is in or proceeding to the port of another Contracting Government, the master or company shall also report details of the accident or defect to the appropriate authorities of the port state.

Also refer to BMA Information Bulletin No.8, section 3.4, and BMA Information Bulletin No.85, section 4.2

3.4.13Electronic certificates

The following Bahamas Recognised Organisations are authorised to issue statutory certificates electronically, in line with the provisions of FAL.5/Circ.39/Rev.2:

DNVGL A/S

[1] The BMA prefers the use of the term "Statement of Compliance", however if required by the Recognised Organisation's own processes, the "Statement of Compliance" may be entitled a "Certificate of Compliance" or "Document of Compliance".

SPECIFIC CONVENTIONS AND CODES

4 International Convention for the Safety of Life at Sea (SOLAS)

4.1 Chapter I: General Provisions

4.1.1 Certification of Passenger Ships

Passenger ships are to be certificated, maintained and operated in accordance with Class rules and statutory requirements at all times. Where a passenger ship is unable to satisfy the requirements necessary for completion of the Passenger Ship Safety Certificate survey, the necessary exemptions or extensions shall be applied for in accordance with the procedures outlined in BMA Information Bulletin No. 8.

In the case of an initial delivery voyage where any passenger ship requirements remain outstanding, the BMA may give consideration to issuing cargo ship safety and load line certificates to the vessel. The BMA may also give consideration to issuing cargo ship safety and load line certificates to a passenger vessel that is not in service or for transit voyages to repair yards etc. Any such application shall be submitted by the Company to the Recognised Organisation, which shall, prior to submission to the BMA, verify the following:

- The Company[2] has a valid ISM Document of Compliance for the operation of cargo ships, and
- The vessel has a valid Safety Management Certificate as a cargo ship and an operational safety management system addressing the affected voyage, and
- The vessel has a valid International Ship Security Certificate, and
- The complement of persons on board, excluding the marine crew (e.g. deck/engine officers and ratings) and persons normally employed on board (i.e. hotel/entertainment staff, etc., who have received STCW basic familiarisation training).

4.1.2 Dry Docking of Passenger Ships

The BMA's basic requirement for passenger ships is for bottom inspection in dry dock twice in any five-year period, as determined by the Load Line certificate. It is, however, possible for passenger ships of less than 15 years of age to undertake bottom inspection in dry dock once in any five-year period.

The BMA has issued guidelines in BMA Information Bulletin No.73.

4.1.3 Extended Dry-Docking Schemes for Cargo Ships

The BMA accepts that some of its Recognised Organisations offer extended dry-docking schemes (i.e. 7.5 years between bottom inspections in dry dock) for certain types of cargo ship. The BMA has no objection to such schemes, subject to the following conditions:

- Ship must not be subject to Enhanced Survey Programme (ESP);
- Class requirements for the scheme are to be met in full, including tailshaft monitoring and provisions for in water survey;

[2] *The "Company" is the entity responsible for the management of the ship in accordance with the ISM Code. For ships which the ISM Code is not applicable, the Company is the Managing Owner in accordance with Section 52 of the Bahamas Merchant Shipping Act*

- Regular lubricating oil analysis is to be undertaken for auxiliary thrusters, if fitted, and presented for review at every bottom survey;
- A minimum of two (2) bottom inspections are to be carried out during the five-year renewal period of the Safety Construction Certificate;
- The period between bottom inspections is not to exceed 36 months;
- The scope of renewal survey, if carried out afloat, is to be to the same extent as an ordinary renewal survey in dry dock;
- Access for examination, testing and maintenance must be available for all items required for renewal survey;
- Protective coatings in double bottom/double side ballast tanks below the deepest load waterline are to be maintained in GOOD condition.

All applications for ships to be accepted on to an extended dry-docking scheme are to be forwarded by the Recognised Organisation to the BMA for approval, as per BMA Information Bulletin No.8. Each application is to be provided with the following information:

- Confirmation that arrangements required for in water survey are provided, including means, such as hinged gratings, being provided on all sea chests to allow divers access for examination of the external sides of through hull connections and sea valves;
- Confirmation that relevant ship's drawings are available to the attending surveyor(s);
- Method of inspection of ship side valves;
- Method of inspection of box coolers (where fitted);
- Confirmation that, where fitted, thruster lubricating oil analysis has been provided to Class and no abnormal readings have been observed;
- Confirmation that protective coating of ballast tanks is in GOOD condition;
- Confirmation that external hull coating system is designed to remain effective for the full 7.5-year period;
- Confirmation that a hull impressed current cathodic protection system is fitted and operational, or that renewal of external hull sacrificial anodes in afloat condition is possible.

Where a ship is approved for an extended dry-docking scheme, it is on the basis that the ship may still be required to proceed to dry dock if any damage is found at in water surveys or if the conditions are not complied with. The scheme will be terminated on change of owner, ISM manager, Classification Society or flag.

4.2 Chapter II-1: Construction: Structure, Subdivision and Stability, Machinery and Electrical Installations

4.2.1 Watertight (W/T) Door Closure on Passenger Vessels

SOLAS Chapter II-1 requirements for watertight doors shall be strictly complied with on passenger vessels, however applications to leave specific watertight doors open during navigation will be considered by the BMA. The Company shall submit the application with full supporting information to the Recognised Organisation. The Recognised Organisation will forward the application to BMA after appropriate review and recommendation.

Please refer to BMA Information Bulletin No. 96.

4.2.2 Opening of Cargo and Passenger Ship Side Shell Doors when at Anchor

With regard to SOLAS Chapter II-1 requirements for side shell doors, Recognised Organisations may review applications for certain doors to be opened for operational purposes or for the embarkation/disembarkation of passengers, when the ship is at a safe anchorage. Applications to issue a Letter of authorisation on behalf of The Bahamas in order to satisfy particular port authority requirements should be made by the Recognised Organisation in accordance with the guidelines in BMA Information Bulletin No. 8.

4.2.3 Watertight Sliding Door Local Operating Handles

Watertight door operating handles shall comply fully to the requirements set out in SOLAS in order to ensure uniformity of application. It is possible that confusion to the seafarer may be caused by the utilisation of different forms of opening mechanism on different ships. In order to reduce the risk of personal injury or inappropriate operation in case of emergency, the BMA considers that safe operation of watertight doors can only be achieved by using conventional handles as described in SOLAS Chapter II-1/13.

4.2.4 Display of Manoeuvring Information (IMO Assembly Resolution A.601(15))

With reference to SOLAS Chapter II-1 requirements on display of manoeuvring information, IMO Assembly Resolution A.601(15) *Recommendations for provision and display of manoeuvring information on board ships* shall be applied to all ships as follows:

(i) Pilot Card (Appendix 1 of A.601(15)) – all ships to which SOLAS applies;
(ii) Wheelhouse Poster (Appendix 2 of A.601(15)) – all ships of 100 metres or over in length and all chemical tankers and gas carriers, irrespective of size;
(iii) Manoeuvring Booklet (Appendix 3 of A.601(15)) - all ships of 100 metres or over in length and all chemical tankers and gas carriers, irrespective of size.

Any applications for exemption from these requirements shall be made via the Recognised Organisation.

4.2.5 Requirements for valves fitted to pipes piercing a collision bulkhead

SOLAS II-1/12.5.1 requires that any pipe piercing a collision bulkhead is fitted with a screw-down valve capable of being operated from above the bulkhead deck. The BMA considers that the use of butterfly valves provides a means as effective as a screw-down valve. The fitting of butterfly valves in lieu of screw-down valves on pipes piercing a collision bulkhead is therefore accepted on Bahamian registered ships.

4.2.6 Ship structure access manual

Ship Structure Access Manuals approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the Ship Structure Access Manual is to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

4.2.7 Initial testing of watertight bulkheads

To satisfy the requirements of SOLAS II-1 Regulation 11 the BMA accepts the use of IACS UR S14 for the initial testing of watertight bulkheads. Where the ship builder or owner wishes to have the extent of tank testing reduced below the requirements of UR S14 or waived completely, the ship builder shall make an application, via the Recognised Organisation, to the BMA for consideration, in accordance with the procedures in BMA Information Bulletin No.8. Such requests shall include a technical justification for the reduction in extent or waiving of UR S14 requirements.

There is no scope in UR S14 for hydrostatic testing to be waived completely on subsequent sister ships of a series. Where the ship builder or owner wishes to reduce the extent of hydrostatic testing below the requirements of UR S14 an application to the BMA for consideration is to be made as per the paragraph above.

The foregoing is applicable to all ships, except where more stringent requirements for the testing of cargo tanks of liquefied gas carriers and chemical tankers exist.

IACS UR S14 Rev.4 is to be applied for ships contracted for construction on or after 01 July 2013;
IACS UR S14 Rev.5 is to be applied for ships contracted for construction on or after 01 January 2016;
IACS UR S14 Rev.6 is to be applied for ships contracted for construction on or after 01 January 2018.

The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

4.2.8 Noise levels on board ships

As per the provisions of SOLAS II-1/3-12, ships of 1,600 gross tonnage and above:

(i) for which the build contract is placed on or after 01 July 2014; or
(ii) in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2015; or
(iii) the delivery of which is on or after 1 July 2018,

shall comply with the provisions of MSC.337(91) *Code on Noise Levels on Board Ships,* to the fullest extent practicable.

Ships delivered before 01 July 2018 and:

(i) contracted for construction before 1 July 2014 and the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015; or
(ii) in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015,

should comply with the provisions of A.468(XII) or MSC.337(91) *Code on Noise Levels on Board Ships,* to the fullest extent practicable.

For ships other than those listed above (i.e. the keels of which are laid or which are at a similar stage of construction before 1 January 2009), it is strongly recommended that a noise survey should be undertaken on each ship, in accordance with the provisions of A.468(XII) or MSC.337(91) *Code on Noise Levels on Board Ships,* and a noise survey report held on board.

Shipowners shall also ensure that an assessment of risks, including exposure to noise, is carried out, in line with their obligations under the Maritime Labour Convention 2006.

4.2.9 Performance Standard for Protective Coatings (PSPC) for Dedicated Sea Water Ballast Tanks

MSC.215(82) *Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all Ship Types and Double-Side Skin Spaces of Bulk Carriers* does not apply to the tanks listed in IACS UI SC 227 Rev.1, May 2011.

4.2.10 Use of plastic pipes on ships (see also 12.5.2)

The use of plastic pipes in seawater systems in Bahamian ships is prohibited in situations where SOLAS explicitly requires the use of steel pipes in sea water systems.

Plastic or GRP pipes are to be designed, approved, manufactured, installed and tested in accordance with the Classification Society Rules and IMO Resolution A.753(18).

The Bahamas Maritime Authority does not accept the use of plastic or GRP pipes in the seawater suction piping or discharge piping of emergency fire pumps where these pass through a machinery space. Such piping installations must be constructed from steel and comply with SOLAS II-2/10.2.1.4.1.

4.2.11Damage Control Information on Ships constructed before 01 January 2009

The 1989 SOLAS Amendments introduced SOLAS Ch. II-1, Part B, Regulation 23-1, applicable to ships built between 01/02/1992 and 31/12/2008, gives requirements for the provision of Damage Control Information on "Dry Cargo Ships".

The BMA notes that "Dry Cargo Ships" are not defined in SOLAS. Further noting that SOLAS considers only Passenger Ships and Cargo Ships the BMA defines a "Dry Cargo Ship" as "a cargo ship which is not a tanker".

All Cargo ships constructed between 01/02/1992 and 31/12/2008, which are not tankers, shall be provided with Damage Control Information as required by SOLAS Ch. II-1, Part B, Regulation 23-1.

4.3 Chapter II-2: Construction: Fire Protection, Fire Detection and Fire Extinction

4.3.1 CO_2, Halon and Alternative Gas Fixed Fire Fighting Systems

The BMA has issued guidance on the servicing of CO_2 cylinders for fixed fire extinguishing installations, low pressure bulk CO_2 systems, Halon fire extinguishing systems, alternative fixed gas fighting media and portable fire extinguishers.

Please refer to BMA Information Bulletin No. 97.

4.3.2 Control Valves of Fixed CO_2 and Other Fixed Gas Fire Fighting Systems

Control valves of fixed CO2 and other fixed gas fire-extinguishing systems are to be internally inspected at least once in every 5-year period.

4.3.3 Emergency Escape Breathing Devices (EEBDs)

Please refer to BMA Information Bulletin No.29

4.3.4 Fire Fighter's Outfits

(i) Compressed air breathing apparatus

Fire fighter's outfits for ships constructed on or after 01 July 2014 shall be fitted with "*an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder had been reduced to no less than 200 litres"*, in accordance with Chapter 3, Para. 2.1.2.2 of the International Code for Fire Safety Systems (FSS Code). A low pressure audible alarm together with a pressure indicator should be considered as complying with this requirement.

Ships constructed before 01 July 2014 shall comply with this requirement by not later than 01 July 2019.

(ii) Two-way radiotelephone apparatus

Fire fighter's outfits for ships constructed on or after 01 July 2014 shall carry a minimum of 2 two-way radiotelephone apparatus for each fire party for fire fighter's communication, in accordance with SOLAS II-2, Regulation 10.10.4. The radiotelephone apparatus and any accessories provided, such as remote speakers, microphones, headsets, etc., shall be explosion proof or intrinsically safe.

In the absence of any performance standards or other guidance from IMO on the radiotelephone apparatus for fire fighters' communication, the BMA requires the Company to select appropriate equipment to meet the requirements of SOLAS II-2/10.10.4, in line with their responsibilities under the ISM Code.

Ships constructed before 01 July 2014 shall comply with this requirement by not later than the first safety equipment survey after 01 July 2018.

4.3.5 Means of recharging breathing apparatus cylinders

SOLAS Regulation II-2/15.2.2.6, which entered into force on 01 July 2014, requires that "*An on board means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used"*.

The BMA strongly recommends that all ships carry an on board means of recharging breathing apparatus cylinders. Where an on board means of charging is not provided, the Company shall establish how many spare cylinders are required for training purposes, in addition to those required by SOLAS, taking into account the number of drills carried out,

availability of recharging facilities, ship's schedule, etc. A minimum of one cylinder should be provided for each fire suit, according to the Muster List, but not less than two cylinders in total.

4.3.6 Breathing air quality

Where air compressors are carried on board as a means of recharging breathing apparatus cylinders, the air quality is to be checked periodically as per paragraph 7.8 of MSC.1/Circ.1432, taking into account any additional manufacturer's instructions.

Air quality should comply with BS EN 12021:1999 *Respiratory protective devices. Compressed air for breathing apparatus,* or an equivalent national standard acceptable to the BMA.

4.3.7 Fire Hoses

Fire hoses shall be manufactured of non-perishable material and, unless otherwise agreed by BMA, have a minimum diameter of 64mm if unlined or 45mm if lined.

4.3.8 Manually operated call points

With respect to the positioning of manually operated call points (MOCP) required by SOLAS Ch. II-2, Reg.7.7, the BMA applies IACS Unified Interpretation SC241 with the following clarifications:

- The Emergency Generator Spaces is regarded as a control station and the interpretation in UI SC241 is applied accordingly;
- The Bosun's store is not regarded as having little or no fire risk, therefore an MOCP shall be installed at the exit to the Bosun's store, unless an MOCP is provided within 20 metres of the exit to the Bosun's store as per UI SC241.

Instances where ship's arrangements are not in accordance with the above position should be brought to the BMA's attention by the Recognised Organisation so that deviations may be dealt with on a case by case basis.

4.3.9 Location of oil fuel and lubricating oil valves in machinery spaces.

Oil fuel and lubricating oil valves in machinery spaces shall not be located in void spaces or cofferdams unless the valve can be remotely operated from outside of the void space or cofferdam.

Quick closing valves mounted on tanks in machinery spaces to meet the requirements of SOLAS II-2/4.2.2.3.4 and 4.2.3.2 shall be situated in an easily accessible location [inside the machinery space]. Void spaces or cofferdams which are normally closed by manhole covers are not considered to be "easily accessible locations".

4.3.10 Emergency fire pump seawater inlet located in a machinery space

On all new ships where the sea-chest for the emergency fire pump seawater inlet is fitted in the machinery space, the suction valve mounted on the sea chest must be remotely controlled from a position in the same compartment as the emergency fire pump.

The absence or omission of the remote-control function on any existing ship must be reported to the BMA by the Recognised Organisation.

4.3.11 Symbols identifying the location of fire control plans outside of the deckhouse.

SOLAS Ch. II-2/15.2.4 requires fire control plans to be permanently stowed in a prominently marked weather tight enclosure outside of the deck house. MSC/Circ.451 gives guidance on the location of such plans.

Paragraphs 2.2 and 2.3 of the Annex to MSC/Circ.451 give guidance on the location signage to be used outside of the deckhouse.

Resolution A.952(23) gives guidance on the symbols to be used in Fire Control Plans. Symbol No.2.1 of A.952(23) shows the graphic symbol to be used within the fire control plan to identify the location of fire plans on board.

The fire plan symbols in MSC/Circ.451 and A.952(23) differ significantly. Therefore, noting the inconsistency of symbols used in MSC/Circ.451 and Res. A.952(23), the BMA has no objection to the use of the fire plan symbol contained in Res. A.952(23) in lieu of the symbol shown in MSC/Circ.451 at the locations where fire plans are posted outside of the deck house in order to maintain consistency between the symbols used in the fire control plan and at the location of the fire plans posted outside of the deckhouse.

The use of the fire plan location symbols in MSC/Circ.451 or A.952(23) is at the discretion of the ship owner or ship builder.

4.3.12 The number of portable fire extinguishers to be provided on board

Ships built prior to 01 January 2009 - the number of portable fire extinguishers provided is to satisfy the requirements of the relevant Classification Society. In any case no less than five (5) portable fire extinguishers are to be provided in accommodation spaces, service spaces and control stations on ships of 1000 gross tonnage and upwards. Companies are encouraged to apply the provisions of MSC.1/Circ.1275 where practicable.

Ships built on or after 01 January 2009 - the number of portable fire extinguishers to be provided should be determined in accordance with the Annex to MSC.1/Circ.1275. In any case no less than five (5) portable fire extinguishers are to be provided in accommodation spaces, service spaces and control stations on ships of 1000 gross tonnage and upwards.

4.3.13 Special requirements for ships carrying dangerous goods

(i) Deficiencies relating to the provisions of SOLAS II-2/19 & II-2/54

Where a ship is found not to be in compliance with the provisions of SOLAS II-2/19 or II-2/54, as applicable, the Document of Compliance for carriage of dangerous goods is to be withdrawn. Issuance of a short-term Document of Compliance is not appropriate.

A new Document of Compliance may be issued with the class of cargos for which the ship does not comply and the affected cargo deck(s) or space(s) removed from the Document of Compliance, as appropriate.

4.4 Chapter III: Life-saving Appliances and Arrangements

4.4.1 Servicing of inflatable LSA

Please refer to BMA Information Bulletin No. 98.

4.4.2 LSA fall wires

Further information regarding maintenance and renewal of wires for lifeboat falls and appliance-launched liferafts is available in BMA Information Bulletin No. 100.

4.4.3 Safety of lifeboats during abandon ship drills

The Master has discretion to modify or postpone drills that are required under SOLAS Chapter III. The justification for such an action is to be entered into the Official Log Book and the required drill is to be carried out at the earliest practical opportunity thereafter.

Please refer to BMA Information Bulletin No. 72.

4.4.4 Safety of lifeboat on-load release gear

Please refer to BMA Information Bulletin No. 87.

4.4.5 Simulated launch of free-fall lifeboats

The simulated launch of free-fall lifeboats is only acceptable if the guidelines for simulated launching contained within the Appendix to Annex II of MSC.1/Circ.1206 Rev.1 are satisfied.

4.4.6 Fall Preventer Devices (FPDs)

Please refer to BMA Information Bulletin No.117.

4.4.7 Replacement of on-load release gear

The BMA has for some time allowed the replacement of existing on-load release gear with a modern, more stable arrangement. IMO has formalised these procedures in MSC.1/Circ.1392, which should be followed.

The BMA considers that any on-load release mechanism which is required to comply with LSA Code 4.4.7.6, whether installed on a lifeboat or rescue boat, shall be re-evaluated and dealt with in accordance with the Guidelines laid out in the Annex to MSC.1/Circ.1392 by the first scheduled dry docking after 1st July 2014, but not later than 1st July 2019. Lifeboat or Rescue boat on-load release mechanisms not complying with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the Code shall be replaced with equipment that complies with the Code.

Any deviations from the procedure outlined in MSC.1/Circ.1392 will be agreed on a case by case basis.

(i) Use of corrosion resistant materials in the marine environment

The BMA interprets paragraph 21 of the Annex to MSC.1/Circ.1392 to mean that the hook fixed structural connections of the release mechanism and supporting structure which are not made of materials corrosion resistant in the marine environment and which are installed on the outside of the lifeboat should be replaced. In cases where it is wished not to replace such fixed structural connections or supporting structure fitted on the outside of the lifeboat a suitable application seeking the BMA's concurrence shall be submitted in accordance with BMA Information Bulletin No.8.

(ii) Use of replacement Release and Retrieval Systems (RRS) not manufactured by the original lifeboat manufacturer.

Paragraph 19 of the Annex to MSC.1/Circ.1392 places an emphasis on obtaining the agreement of the lifeboat manufacturer to any new RRS which is to be installed.

The BMA recognises that not all lifeboat manufacturers may be able to offer a new RRS compliant with the revised LSA code, or compliant with MSC.1/Circ.1392 after modification. It is further recognised that the ship owner may wish to opt for an RRS which is not manufactured by the original lifeboat manufacturer but considered by the owner to provide an increased level of safety to the original on-load release hooks, or the RRS product offered by the original lifeboat manufacturer.

The BMA will give consideration to accepting the installation of new RRS which are not manufactured by the original lifeboat manufacturer provided the following is undertaken:

a) It is demonstrated that the original lifeboat manufacturer is no longer in existence; or,
b) At least three attempts have been made by the owner to obtain the agreement of the original lifeboat manufacturer to the installation of the proposed RRS:

- If the original lifeboat manufacturer rejects the proposed replacement RRS for technical reasons, those technical reasons are to be assessed by the Recognised Organisation. Where the Recognised Organisation assesses the stated technical reasons as not being valid, an application in accordance with BMA Information Bulletin No.8 is to be made to the BMA seeking concurrence with the Recognised Organisation's findings and seeking agreement for the Recognised Organisation to conduct the review and approval of the RRS installation in accordance with the procedures in the annex to MSC.1/Circ.1392;

- If no response is received from the original lifeboat manufacturer, or the lifeboat manufacturer objects for commercial reasons, the review and approval of the RRS installation may be carried out by the Recognised Organisation in accordance with the procedures in the annex to MSC.1/Circ.1392.

(iii) 5 Knot installation tests after replacement of on-load release gear

Section 24 of MSC.1/Circ.1392 states that post-installation testing should be carried out by either the manufacturer or one of its representatives. Part of the post-installation tests for cargo ships of 20,000 gross tonnage and over is the 5 knots installation test, which is to be carried out in accordance with Part 2, paragraph 5.4 of IMO Resolution MSC.81(70).

The BMA is aware of safety concerns relating to the launching of lifeboats whilst the ship is underway at 5 knots. Noting these safety concerns, the BMA will give consideration to equivalent means of conducting the 5 knot installation test in a more controlled environment with the ship stationary whilst alongside or at anchor. Equivalent means may include the use of the wash from a vessel positioned forward of the launching position to create a 5 knot current or the use of a 5 knot current from a river or tidal flow. The agreement of the BMA to any proposed equivalent method is to be sought, prior to conducting the 5 knot test.

Although responsibility for conducting the testing lies with the Release and Retrieval System manufacturer or their representative, where ship's crew are requested by the manufacturer or their representative to assist in the 5 knot test, or agreed equivalent test, the Company is to ensure that suitable safety provisions are in place and that a thorough risk assessment is conducted prior to conducting the 5 knot test, or agreed equivalent test. The following, although not a definitive or exhaustive list, should be taken into consideration by the Company as part of their risk assessment:

- The means by which the objectives of the 5 knot test is to be achieved (e.g. a 5 knot test conducted in accordance with Part 2, paragraph 5.4 of MSC.81(70) or an alternative equivalent means of testing without the need for the ship to move ahead at 5 knots);
- Training and familiarisation of the lifeboat crew in the operation of the new Release and Retrieval System, including practical launching of the lifeboat with the vessel stationary alongside prior to the 5 knot test or agreed equivalent test;
- Adequate provision of Life Saving Appliances and Personal Protective Equipment for all personnel involved in the testing;
- Correct use of the lifeboat painters during testing;
- Provision of an adequately equipped and crewed rescue craft in the water during the testing, to retrieve persons from the water if required;
- Identify the person in charge of the test and identify roles and responsibilities of all personnel involved in the testing;
- Means of communication between the boat crew, person in charge, ship, tugboat (if applicable) & rescue craft;
- Where the 5 knot test is conducted with the ship moving ahead at 5 knots, the ships propeller(s) shall be stopped turning once the vessel is moving forward at 5 knots;
- The lifeboat not being released until it is fully waterborne.

The BMA does not apply a "sister ship" approach when dealing with the 5 knot installation test or agreed equivalent test required after the replacement of hooks.

4.4.8 Equivalent arrangement of lifesaving appliances

The Bahamas has submitted the following arrangement to IMO (Refer to IMO circular SLS.14/Circ.22):

Cargo vessels of 500 gross tonnage and over, but less than 1,600 gross tonnage, except tankers, may be equipped as follows:

a. On one side of the ship, a motor lifeboat complying with the standards required for rescue boats, which shall be fitted under an approved launching device. Such motor lifeboat shall be available for immediate use at all times during any voyage. In addition, if the motor lifeboat is not of such capacity to accommodate all on board, one or more life rafts of sufficient aggregate capacity (in conjunction with the capacity of the motor lifeboat) to accommodate the total number of persons on board;

b. On the other side of the ship, one or more lifeboats or inflatable life rafts of sufficient aggregate capacity to accommodate the total number of persons on board. If a lifeboat is fitted, it shall be fitted under an appropriate launching device;

c. In ships where the distance from the embarkation deck to the water in the lightest sea-going condition exceeds 15 feet (4.5 meters) the life rafts required above are to be of the davit launched type and at least one launching device is to be provided on each side of the ship for every two life rafts. The launching device should be capable of lowering the life raft when fully loaded with its full complement of persons and equipment;

d. In addition to any life rafts required by a. and b. above, further life raft(s) of sufficient aggregate capacity to accommodate at least the total number of persons on board. Life raft(s) shall be stowed as to be able to float free;

NOTE: Each life raft required by Sections a, b, and d above, shall be of approximately the same capacity.

Ships which have arrangements in accordance with the provisions of *SLS.14/Circ.22* shall if applicable, comply with the requirement to be fitted with a rescue boat.

The provisions of *SLS.14/Circ.22* shall not apply to any ship constructed on or after 01 July 1986.

4.4.9 Testing of Lifeboats at new construction initial surveys

The sister ship rule may be applied to the 5 knot launch test required by Para. 5.4 of Part 2 of IMO MSC Resolution MSC.81(70) *Revised recommendation on testing of life-saving appliances*, whereby the test is only necessary for the first vessel of a contracted series of ships with identical arrangements and where the geometry of the lifeboat launching arrangement is also verified as being identical to the first vessel which has been satisfactorily tested.

4.4.10Immersion Suits on Cargo Ships

Please refer to BMA Information Bulletin No.76.

4.4.11Exemption from the carriage of lifeboat food rations and fishing tackle

All vessels operating within 200 miles from shore may be exempted from the carriage of lifeboat rations and fishing tackle under the provisions of LSA Code 4.4.8.32.

Applications for exemption are to be submitted by the Recognised Organisation in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

Applications relating to offshore units operating outside the 200-mile limit and those undertaking positioning and delivery voyages which take them beyond the 200-mile limit shall be referred to the BMA for consideration on a case by case basis.

4.4.12 Use of knotted ropes as a means of embarkation to remotely located liferafts

SOLAS Chapter III Regulation 11.7 allows for "other means of embarkation enabling descent to the water in a controlled manner" for liferafts required by SOLAS Chapter III Regulation 31.1.4.

The BMA considers that "other means of embarkation" refers to systems such as descent units, escape chutes, rope ladders etc. Knotted ropes are not acceptable for this purpose.

4.4.13 Carrying capacity of liferafts – average mass of occupants 82.5kg

In accordance with Chapter IV of the LSA Code, from 01 January 2012 all inflatable and rigid liferafts should be constructed using the assumption that the average mass of occupants is 82.5kg, increased from 75kg.

All ships constructed (having their keel laid) on or after 01 January 2012 should carry liferafts approved on the basis of an average person mass of occupants of 82.5kg. The safe working load (SWL) of any davits used for launching these liferafts should be adequate for their fully laden weight.

All ships constructed before 01 January 2012 may continue to use liferafts approved on the basis of an average person mass of occupants of 75kg. It is acceptable for "75kg liferafts" on these vessels to be exchanged at service intervals with "82.5kg liferafts" and vice versa at a subsequent service. It is also acceptable for these vessels to have both 75kg and 82.5kg liferafts on board at the same time.

On passenger ships constructed before 01 January 2012, IMO MSC circular MSC.1/Circ.1347 permits the determination of the required SWL of a liferaft launching appliance to continue to be based on an assumed occupant mass of 75kg, even though the liferaft has been tested to a higher weight standard. The installation and periodic lowering test should also continue to be based on an assumed occupant mass of 75kg.

On cargo ships constructed before 01 January 2012, any liferaft launching appliance should be based on the occupant number and mass stated on the liferafts it will handle (i.e. 75kg or 82.5kg, as applicable). If the SWL of the launching appliance will be exceeded through the liferaft having been approved to a higher weight standard then it will be necessary for the davit to be reapproved, modified or replaced to achieve the required SWL.

4.4.14 Stored mechanical power for rescue boat davits.

The Bahamas has submitted the following equivalent arrangement to IMO (Refer to IMO circular SLS.14/Circ.467).

On ships fitted with a six-person rescue boat that is NOT one of the ships survival craft and has a weight of 500Kg or less in fully equipped condition, with engine but without

crew, the rescue boat davit need not be fitted with stored mechanical power required by Chapter VI, Paragraph 6.1.1.3 of the LSA Code. However, slewing of the davit must be achievable by one person against an adverse list of 20 degrees and trim of 10 degrees. All other aspects of the davit shall comply with paragraphs 6.1.1 and 6.1.2 of the LSA code.

4.4.15 Weight Increase of lifeboats and rescue boats from Water Ingress.

Where it is suspected that the weight of a lifeboat or rescue boat has increased over its design weight due to water ingress, it is recommended that the guidance contained within the UK MCA's MGN 464 (M+F) be followed for weighing and calculating the weight increase.

If a lifeboat or rescue boat weight exceeds its design weight, the Recognised Organisation is to inform the BMA in accordance with BMA Information Bulletin No.8. The submission to the BMA shall include details of the boat's design weight, the actual weight recorded and the Recognised Organisation's recommendations for dealing with the affected boat.

4.4.16 Enclosed space entry and rescue drills

Regulation 19 of SOLAS Chapter III requires that *"crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months".*

Regulation 6 of the Merchant Shipping (Entry into Dangerous Spaces) Regulations 1988, as amended, requires the master of (i) any tanker or gas carrier of 500 tons and over and (ii) any other ship of 1000 tons and over to *"ensure that drills simulating the rescue of a crew member from a dangerous space are held at intervals not exceeding two months, and that a record of such drills is entered in the Official Log Book"*.

For the avoidance of doubt, in order to meet the requirements of both SOLAS III/19 and Regulation 6 of the Merchant Shipping (Entry into Dangerous Spaces) Regulations, crew members with enclosed space entry or rescue responsibilities shall take part in an enclosed space entry and rescue drill, simulating the rescue of a crew member from a dangerous space on board the ship, at intervals not exceeding two months and such drills are to be recorded in the Official Log Book.

4.4.17 Temporary reduction in provision of survival craft on passenger ships

Where it is necessary to temporarily reduce the provision of survival craft on passenger ships, e.g. owing to technical faults with the survival craft, the maximum allowable number of persons on board (PoB) must be re-assessed by the Recognised Organisation to ensure that the number of PoB is not greater than the maximum PoB allowed under SOLAS for the reduced survival craft provision. Where necessary the actual PoB must be reduced to meet SOLAS requirements.

The Recognised Organisation's re-assessment of PoB, and appropriate recommendations, must be included in their request to the BMA for Short Term Passenger Ship Safety Certification.

4.5 Chapter IV: Radio communications

4.5.1 Safety Radio Form R / GMDSS General Operators Certificate

There is some cross-over between STCW and ITU requirements for the minimum number of radio operators required to be on board. In order to avoid any misinterpretation, the minimum number of radio operators on the Safety Radio Certificate Form R is to be entered as "To comply with the Minimum Safe Manning Document".

4.5.2 Identification Number on 406 MHz EPIRB

406 MHz EPIRBs are to be programmed only with the MMSI number. If the identification is not the MMSI issued by the BMA, the present identification number shall be advised to the Registrar at the BMA office where the ship is registered and the owner shall be advised that the EPIRB is to be reprogrammed with the correct MMSI number.

A short-term certificate may be issued, denoting the outstanding deficiency and limiting the validity of the short-term certificate to the next port of call where the required equipment is available. In no case shall the short-term certificate exceed two months. If the reprogramming cannot be carried out within that time, the owner shall be advised to replace the existing EPIRB with one that is correctly programmed.

The MMSI number and call sign issued to all vessels are indicated on the Certificate of Registry. The office of ship registry is denoted on the Certificate of Registry by the prefix to the year of registry. L is London, N is Nassau, NY is New York, HK is Hong Kong, P is Piraeus.

4.5.3 Aeronautical VHF equipment on board passenger ships

SOLAS IV/7.2 requires an aeronautical VHF to be carried on board all passenger vessels in accordance with SOLAS IV Reg.14, of a type approved by the Administration in accordance with IMO Resolutions A.694(17) & MSC.80(70) and the ICAO Convention.

The BMA has been made aware that there are currently no suitably approved units in the market and will therefore grant a general exemption from formal type approval of the Aeronautical VHF, as long as no type approved equipment is found in the market and provided that the Recognised Organisation carries out a technical case-by-case approval of the equipment.

Applications for exemption from type approval requirements should be made as per BMA Information Bulletin No.8.

Please refer to BMA Information Bulletin 6 for guidance on GMDSS & EPIRB Registration and BMA Information Bulletin 153 for GMDSS operator's competency certificates.

4.5.4 HF Radiocommunication equipment and Narrow Band Direct Printing (NBDP)

As indicated in paragraph 7 of MSC.1/Circ.1460/Rev.1, to ensure GMDSS communication capability, HF radiocommunication equipment which forms a part of a GMDSS installation and is capable of operating narrow-band direct printing (NBDP) should be updated so that, following the first radio survey after 1 January 2024, it meets the channelling

arrangements reflected in sections II and III of part B in appendix 17 of the Radio Regulations.

The BMA does not require updates to other equipment mentioned in paragraph 8 of MSC.1/Circ.1460/Rev.1 by the first Safety Radio survey after 01 January 2017.

4.6 Chapter V: Safety of Navigation

4.6.1 Minimum Safe Manning

Ships shall comply at all times with the requirements of the Minimum Safe Manning Document, issued by the relevant BMA office of registration. This document is also to be referenced in Form R of the Safety Radio Certificate. (*See also separate entries under SOLAS IV, SOLAS IX and STCW).*

The BMA has issued guidance on manning and qualifications. Please refer to BMA Information Bulletin Nos. 103, 104, 105, 106, 107, 108, 115, 118, 121, 127, 124, 129, 130, 135, 137, 138 and 153.

Any applications for exemptions or dispensations from the required manning shall be directed to the BMA in accordance with BMA Information Bulletin No. 115. During 'lay-up' period, the safe manning document does not apply; details are as per BMA Information Bulletin 122.

4.6.2 Official Language

The official language of The Bahamas is English and it is therefore necessary for a correctly revised English version of all plans, record books, lists and other relevant documents to be available on board. (*See also separate entry under SOLAS Chapter IX).*

4.6.3 Working Language

As per SOLAS V/14, the working language of the ship shall be established by the Company, or the master, as appropriate, and recorded in the Official Log Book.

Each seafarer shall be required to understand and, where appropriate, give orders and instructions and to report back in that language.

4.6.4 Bridge visibility

Ships constructed prior to 01 July 1998 which undergo repairs, alterations and modifications of a major character (according to the criteria in *IMO Maritime Safety Committee (MSC) Circular MSC/Circ.1246*), shall comply to the maximum extent practicable with the requirements of SOLAS Chapter V requirements. Any areas of non-compliance shall be brought to the attention of the BMA.

4.6.5 Bridge height of eye requirement

Current SOLAS requirement is for bridge height of eye to be 1800mm. There is a provision under SOLAS to reduce the height of eye to 1600mm.

In view of the possibility of crews changing and available statistics showing a distinct trend for all nationalities becoming taller in the near future, newly constructed vessels shall comply fully with SOLAS Chapter V requirements and there is generally no allowable reduction in height of eye from the 1800mm standard.

Exceptions will be considered by the BMA on a case by case basis for special type ships with unique construction features and ships which have been constructed to the standards of another SOLAS contracting State.

4.6.6 Steering gear testing and drills

For ships regularly engaged on voyages of short duration, the requirement to carry out the checks and tests of the steering gear specified in SOLAS V/26.1 & 26.2 may be waived, as per the provisions of SOLAS V/26.5, provided that those checks and tests are carried out at least weekly. Applications for such a waiver shall be submitted by the Recognised Organisation, in accordance with BMA Information Bulletin No.8.

4.6.7 Radar carriage

As per SOLAS V/2.7.1, an Administration may allow the fitting of two 3cm/9 GHz/"X-band" radars. The Bahamas will not ordinarily allow the fitting of two similar radars for the reason that the 10cm/3 GHz/"S-band" and 3cm/9 GHz/"X-band" radars are able to supply more comprehensive data under a variety of conditions.

Any applications to fit two 3cm/9 GHz/"X-band" radars are to be made by the Company via the Recognised Organisation in accordance with BMA Information Bulletin No.8. It should be noted that, as a matter of policy, the BMA does NOT consider commercial or financial convenience a valid reason to replace an existing 10cm/3 GHz/"S-band" radar with a 3cm/9 GHz/"X-band" radar.

4.6.8 Long Range Identification and Tracking (LRIT)

The BMA has issued guidance and instructions. Please refer to BMA Information Bulletin Nos. 111, 116 & 125.

4.6.9 Bridge Navigational Watch Alarm System (BNWAS)

BNWAS equipment installed prior to 1 July 2011, and for which conformance with MSC.128(75) cannot be documented, can be accepted as fulfilling the intention of SOLAS Ch. V Reg.19.2.2.4 when the system is provided with the following functionalities:

i. The system can be manually switched ON and OFF, and the ON/OFF selection facilities are protected by key switch, password protection or other means or by location in the Master's cabin.

ii. The system remains dormant for a period of between 3 and 12 minutes when switched on.

iii. A visual indication and an audible alarm are given in the wheelhouse at the end of the dormant period. For the first 15 seconds a visual indication may be given only.

iv. The alarm is transferred to the back-up officer's and/or Master's cabin if not reset in the wheelhouse within 30 seconds.

v. The alarm is sounded in public spaces (e.g. mess room, ship's office, conference room or similar) if not reset within 30 to 90 seconds from the first visual indication in wheelhouse (the period may be extended to 3 minutes for larger vessels). This alarm may be combined with the alarm described in item iv above.

vi. An alarm reset function is provided in the wheelhouse, e.g. push button(s), motion detectors conforming to standards laid down by the IMO, or other positive means in position(s) providing a proper look out.

Requests for acceptance of such arrangements are to be made via the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

4.6.10 Exemption from Carriage of BNWAS on certain ship types

The BMA will consider exemption from BNWAS for certain ship types operating in the offshore sector and to offshore vessels that are being towed to and from working areas. Exemptions from the carriage of BNWAS will be granted only where suitable arrangements have been made for watch keeping, with the procedures detailed in the safety management system.

Applications for exemption are to be made via the Recognised Organisation in accordance with BMA Information Bulletin No.8. All relevant documentation and procedures must be provided with the application.

4.6.11 Interfacing of BNWAS with Voyage Data Recorders (VDR) and Simplified Voyage Data Recorders (S-VDR).

Section 5.4 of IMO Resolution A.861(20) identifies items to be recorded on a VDR. Paragraph 5.4.9, *Main alarms*, states: *"This should include the status of all mandatory alarms on the bridge".* The BMA considers the BNWAS to be a mandatory alarm on the bridge; therefore, the status of the BNWAS is to be recorded by the VDR.

New ships are expected to have a connection between VDR and BNWAS. Where a BNWAS is being installed on an existing ship fitted with a VDR and it is not possible to connect the VDR and BNWAS, the Recognised Organisation shall make a suitable recommendation to the BMA for exemption in accordance with BMA Information Bulletin No.8.

For existing ships fitted with an S-VDR the BNWAS need only be connected to the S-VDR where it is possible to do so, as per the international digital interface standards identified in paragraph 5.4.9 of Resolution MSC.163(78).

4.6.12 Performance Standards for Voyage Data Recorders (VDRs)

For the application of IMO Resolution MSC.333(90), the interpretation of the phrase "installed on or after 1 July 2014" shall be in accordance with IACS Unified Interpretation SC 261.

4.6.13 Adjustment of magnetic compasses

SOLAS V/19.2.1 requires all ships to have *"…a properly adjusted magnetic compass, or other means, independent of any power supply to determine the ship's heading and display the reading at the main steering position"* and *"…means of correcting heading and bearings to true at all times"*.

SOLAS does not specify a time interval for compass adjustment however the following is a guide to ensuring that the magnetic compass remains "properly adjusted."

a) If the deviation is checked regularly, a deviation log book is kept and the deviations remain steady, there is no requirement to undertake an annual adjustment.

b) Any ship shall have a workable deviation card for the main magnetic compass or standard compass binnacle position and for any separate 'steering compass' binnacle. The deviation card will be obtained after building and thereafter the deviations on that card must be frequently verified, based upon 'professional standards'. Verification should take place at least daily, weather permitting, by taking 'compass errors' and recording these in the 'Compass Error Book', or similar. Providing that the deviations obtained from these 'error calculations' are within an acceptable tolerance of the deviation card, that is considered to be satisfactory proof of maintenance of the magnetic compass deviations. There is no reason for a compass to be adjusted if the regular pattern of recorded compass errors is compatible with the deviation card.

c) The circumstances under which a compass *may* require adjustment include:

- Calculated deviations falling outside the 'acceptable tolerance' (note that some Administrations use a figure of +/- 5°);
- Major structural works on the existing vessel that can change the ship's magnetic signature;
- Conversion of the vessel from one use to another or lengthening;
- Installation of new machinery - major machinery anywhere on the vessel; smaller machinery closer to the compass(es);
- Installation or exchanging electrical equipment in the area of the compass(es). Note must be taken, when installing or exchanging electrical equipment of the recommended distance of that installation from the magnetic compasses. It must be remembered and considered that such distances are the minimum distance between these units but that electrical equipment can have a minor effect at greater distances than those minima;
- Installation or exchanging of radio transmitting equipment;
- Extended dry docking;
- The Deviation Card on container ships can be different depending upon the quantity and height of the deck load. Solutions to this can include two of three Deviation Cards to cover the various cargo loads;
- Specialist heavy lift vessels also require particular attention when carrying large metallic (ferrous) loads such as container gantries, oil rigs, etc.

Port/Coastal State requirements should also be taken into account.

4.6.14 Carriage of gyro compasses in lieu of magnetic compass on certain ship types

The Bahamas has submitted the following arrangement to IMO (Refer to IMO circular SLS.14/Circ.412):

All ships flying the flag of the Government of The Bahamas may, instead of complying with the requirements of SOLAS V/19.2.1.1 and V/19.2.2.1 to carry a magnetic compass, comply with the following equivalent arrangement:

1. The ship shall be fitted with at least two gyro compasses determining the ships heading and display this heading, being readable by the helmsman at the main steering position;
2. At least two of the gyro compasses shall have separate power supplies, which shall be connected to the main and emergency sources of power;
3. At least two of the gyro compasses shall have an independent uninterruptable power supply with at least 30 minutes usable power.

One of the above-mentioned gyro compasses is also deemed to be suitable to meet the provisions of SOLAS V/19.2.5.1 for a gyro-compass to be carried on vessels of 500 gross tonnage and over, providing that it also meets the provisions of SOLAS V/19.2.3.2, V/19.2.4 and V/19.2.5.5.

4.6.15 Performance Standards for Bridge Alert Management

Recognising that bridge alarms can be a source of distraction to the bridge team, particularly during an incident, the BMA encourages the use of MSC.302(87) *Bridge Alert Management* on all ships constructed after 01 July 2014.

4.6.16 Pilot Transfer Arrangements

The BMA notes MSC.1/Circ.1495 Unified Interpretations of SOLAS regulation V/23.3.3 on pilot transfer arrangements. The BMA does not require the installation of an accommodation ladder in cases where the 15-degree adverse list at lightest draught takes the height of climb to over 9 metres.

4.7 Chapter VI: Carriage of Cargoes

4.7.1 Prohibition on Physical Blending of Bulk Liquid Cargoes at Sea

As per Regulation SOLAS VI/5-2, the physical blending of bulk liquid cargoes during sea voyages is not permitted. Physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes with the intent to achieve a cargo with a new product designation.

This prohibition does not preclude the master from undertaking cargo transfers for the safety of the ship or protection of the marine environment and does not apply to the blending of products for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.

4.8 Chapter VII: Carriage of Dangerous Goods

4.8.1 General

The Bahamas Maritime Authority advises that any ship which complies with SOLAS II-2/19 (footnote to SOLAS VII/7-1 refers), is suitably equipped to carry dangerous goods. Such cargo when carried in bulk is to comply with the carriage requirements of SOLAS VII/7-5, i.e. the carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1.1.

Where a cargo is also identified as a substance in the IMDG Code, it shall only be considered in the appropriate context (i.e. bulk cargo or packaged goods). IMDG Code requirements cannot be applied simultaneously with IMSBC Code requirements, unless as expressed by IMO guidance.

4.8.2 Carriage of Radioactive Substances

Radioactive substances shall not be carried on board Bahamian ships.

Exceptions may be made for IMDG Code class 7 radioactive materials in packaged form used in medical and public health applications. Exceptions may also be made where the radioactive substance is of a grade and quantity suitable for other civil use, such as non-destructive testing. Recognised Organisations should be guided by *IMO Assembly Resolution A.984 (24).*

For the avoidance of doubt, the carriage of Class 7 radioactive materials in bulk is not permitted on Bahamian ships.

4.9 Chapter VIII: Nuclear Ships

The BMA currently has no special instructions.

4.10 Chapter IX: Management for the Safe Operation of Ships

4.10.1 Application of ISM Code

The BMA has issued guidance and instruction on the application of the ISM Code. Please refer to BMA Information Bulletin No. 23.

4.10.2 First issue of an ISM Document of Compliance (DOC)

Recognised Organisations shall advise the BMA of any request for an interim audit in connection with the first issuance of a Bahamas DOC, before commencing the audit. The BMA will assess the suitability of the applicant prior to authorising the Recognised Organisation to carry out the interim DOC audit.

4.10.3 Language to be used in the Safety Management System

The language used is to be the working language of the Company and ship's crew, in accordance with ISM Code Section 6.6. However, the official language on Bahamian flagged ships is English and it is therefore necessary for a correctly revised English version of the SMS to be available on board and ashore for third party inspection and audit at all times.

4.10.4 Safety of lifeboats during abandon ship drills

The MSC Circulars relevant to this subject are to be applied in order to reduce accidents whilst launching and recovering lifeboats during abandon ship drills.

Failure to carry out any of the following is to be considered a non-conformity and as an "operational failure":

- the required maintenance and recording activities required by the above circulars;
- abandon ship drills without a suitable explanation entered into the Official Log Book; or
- the required drills within the scope of any exemption allowable by SOLAS Chapter III requirements and BMA Information Bulletin No. 72.

Please refer to BMA Information Bulletin No. 72.

4.10.5 Safe manning levels

All vessels are to comply with the requirements of the Minimum Safe Manning Document at all times. Failure to do so is considered a:

- Breach of Section 67 of the Bahamas Merchant Shipping Act; and
- Major non-conformity under section 6 of the ISM Code.

In such cases, the BMA shall be advised immediately.

Recognised Organisations are to verify that:

- Shipboard familiarisation has been undertaken;
- All persons have medical certificates and appropriate documentary evidence of training;
- All persons who have been assigned emergency duties are accounted for on the Muster List;
- All survival craft are manned by duly qualified persons;
- The ship is being safely operated in accordance with STCW and MLC 2006 requirements. This can be achieved by examining entries in the ships' log books and record of hours of work or rest, and taking interviews. The guidance given in STCW Code Section B-VIII is to be taken into account.

The BMA has issued guidance on manning and qualification of persons on board. Please refer to BMA Information Bulletin Nos. 86, 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137 & 138. See also BMA Technical Alert No. 14-08.

4.10.6Flag State File

A Flag State file shall be maintained on board every Bahamian ship in either hard copy or electronically. This file is to incorporate current revisions of BMA Information Bulletins and notices and a current revision of the Bahamas National Requirements. The carriage of the Flag State file is to be verified during SMC audits and Bahamas annual inspections.

4.10.7 Bahamas Annual Safety Inspection

At SMC audits, Recognised Organisations shall confirm that the Bahamas annual safety inspection is within due date and a valid Certificate of Inspection is displayed in a prominent position. Follow up actions necessary to rectify any deficiencies found at the last annual inspection should also be verified. Further information is available in BMA Information Bulletin No.66.

4.10.8 IACS PR17 - Reporting by Surveyors of Deficiencies relating to Possible Safety Management System Failures

Copies of all PR17 reports issued against a Bahamian ship are to be electronically copied to the BMA for review, when forwarded by the PR17 issuing Recognised Organisation to the ISM issuing body.

4.10.9 Audit reporting

Copies of DOC and SMC audit reports resulting in a major non-conformity shall be forwarded to the BMA by email, regardless of any subsequent downgrading or deletion. Major non-conformities arising from an audit are to be reported at the earliest opportunity but within three working days, regardless of any subsequent downgrading or deletion.

4.10.10 Change of ISM Manager

The Safety Management Certificate will be invalidated when:

- The responsibility for the ISM management of a ship is transferred to another company; or,
- The ISM certifying body is transferred to another Bahamas Recognised Organisation.

In such circumstances the invalidated Safety Management Certificate is to be removed from the ship and returned to the issuing Recognised Organisation for disposal.

4.11 Chapter X: Safety Measures for High-speed Craft

4.11.1General

Recognised Organisations are authorised to conduct surveys, review plans and issue certification in respect of the Code of Safety for Dynamically Supported Craft (DSC Code),

the International Code of Safety for High Speed Craft, 1994 (the 1994 HSC Code) and the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code).

Amendments to the DSC and HSC Codes are to be applied to vessels according to the original intended application, unless otherwise stated.

When reviewing plans and conducting surveys in connection with these and subsequent amendments, the principles contained in BMA Information Bulletin No. 8 are to be utilised in order to assess the practicality of complying with the additional requirements.

Where applicable, Recognised Organisations shall verify that the vessel complies with the conditions, including manning and qualification of the Officers and ratings, specified in the vessel's Permit to Operate.

See also Sections 13 & 14.

4.12 Chapter XI-1: Measures to Enhance Maritime Safety

4.12.1 IMO Number

The BMA has issued guidance and instructions for the Company and Registered Owner IMO number. Please refer to BMA Information Bulletin No. 109.

4.12.2 Continuous Synopsis Record

The BMA has issued guidance and instructions. Please refer to BMA Information Bulletin No. 57.

4.12.3Atmosphere Testing Instruments - calibration

A new Regulation 7 was added to Chapter XI-1 by IMO Resolution MSC.380(94) and entered into force on 01 July 2016. Regulation 7 requires every ship to which Chapter I of SOLAS applies to carry an appropriate portable atmosphere testing instrument or instruments and for suitable means to be provided for the calibration of such instruments.

Regulation 7 should be read in conjunction with:

i. IMO Resolution A.1050(27), *Revised recommendations for entering enclosed spaces aboard ships*; and
ii. IMO Circular MSC.1/Circ.1477, *Guidelines to Facilitate the Selection of Portable Atmosphere Testing Instruments for Enclosed Spaces as Required by SOLAS Regulation XI-1/7*.

Regulation 7 of SOLAS XI-1 relates to the testing of the atmosphere before entry into enclosed spaces. It is recommended that each ship should also be provided with calibrated and tested multi-gas detectors suitable for measuring the level of oxygen, carbon monoxide and other gases as appropriate, during the entry, as per paragraph 8.2 and 9.3 of Resolution A.1050(27). These may be the same instrument(s) used prior to entry into the enclosed space (other than colorimetric tubes) or may be additional instruments.

The BMA considers that "suitable means of calibration" referred to in Regulation 7 may include on board calibration using the instrument manufacturer's instructions (and calibration equipment if provided) or calibration ashore.

Where the instrument is calibrated ashore, the Company must ensure that an alternative atmosphere-testing instrument is available on the ship whilst the first instrument is ashore for calibration. A valid calibration certificate should accompany the "in use" instrument at all times.

Where recommended by the instrument manufacturer, span gas, containing the correct gas mix for the instrument(s) carried, should be carried on board for the purposes of "bump testing" of the instrument before use.

4.12.4 Atmosphere Testing Instruments – Colorimetric Tubes

Colorimetric gas detection tubes (commonly known by the brand names Dräger and Gastec) are available for the detection of various gasses, including those specified in MSC.1/Circ.1477. The BMA considers colorimetric tubes acceptable for the detection of one or more of the gasses specified in MSC.1/Circ.1477 prior to entry to a space, if the tubes are within their expiry dates and have been stored in accordance with manufacturer's instructions.

Colorimetric tubes should not be used during entry into enclosed spaces to monitor oxygen and carbon monoxide levels as per paragraphs 8.2 and 9.3 of Resolution A.1050(27).

4.13 Chapter XI-2: Measures to Enhance Maritime Security

The BMA has issued guidance and instructions. Please refer to BMA Information Bulletin Nos. 70, 119 & 128.

4.13.1 Change of Manager or Recognised Security Organisation

The International Ship and Port Facility Security Certificate will be invalidated when:

- The responsibility for the management of a ship is transferred to another company; or,
- The ISPS certifying body is transferred to another Bahamas Recognised Security Organisation.

In such circumstances the invalidated Safety Management Certificate is to be removed from the ship and returned to the issuing Recognised Organisation for disposal.

4.14 Chapter XII: Additional Safety Measures for Bulk Carriers

Bulk carriers constructed on or after 01 January 2016 shall fully comply with the requirements of SOLAS Chapter XII, unless otherwise agreed by the BMA.

MSC.277(85) is not mandatory for ships flying The Bahamas flag, however, the BMA will consider applications to apply MSC.277(85) on a case by case basis.

4.15 Chapter XIII: Verification of Compliance

Chapter XIII refers to the IMO Member State Audit Scheme.

4.16 Chapter XIV: Safety Measures for Ships Operation in Polar Waters (The Polar Code)

4.16.1General

Please refer to BMA Information Bulletin Nos.167 and 168.

4.16.2Polar Water Operational Manual (PWOM)

A ship operating in Polar Waters shall carry on board a Polar Water Operational Manual (PWOM), which must provide sufficient information regarding the ship's operational capabilities and limitations in order to support the decision-making process of the Master and crew.

The PWOM is to be developed by the Company and shall follow the model format specified in Appendix II of the Polar Code, taking into account the associated guidance. The PWOM shall address the functional requirements specified in paragraph 2.2 of Part I-A of the Polar Code.

The PWOM is to be reviewed by the Recognised Organisation which classes the ship before the issue of a Polar Ship Certificate.

4.16.3Issuance of Revised Certificates, Manuals and Record Books under MARPOL Annexes I, II & V

The guidance contained in MEPC.1/Circ.856 + Corr.1 is to be followed in respect of revision of certificates, manuals and record books under Annexes I, II & V of MARPOL.

5 The International Convention for The Prevention of Pollution from Ships 1973, as amended by the Protocols of 1978 and 1995 (MARPOL)

5.1 Annex I: Prevention of Pollution by Oil

5.1.1 FPSO / FSU

The Bahamas gives full effect to *IMO Resolution MEPC.139(53) "Guidelines for the application of the revised MARPOL Annex 1 requirements to floating production, storage and offloading facilities (FPSOs) and Floating Storage Units (FSUs)",* as amended by MEPC.142(54). The resolution is applied in its entirety except as detailed in BMA Information Bulletin No. 94.

5.1.2 Shipboard Oil Pollution Emergency Plan (SOPEP)

SOPEPs approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the SOPEP is

to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

5.1.3 Oil Record Book

The BMA has issued guidance on the information to be entered into the Oil Record Book (Parts I & II). Please refer to BMA Information Bulletin No.84.

5.1.4 Sludge Tank Discharge Piping

Regulation 12.2.2 is to be applied to ships delivered on or after 1 January 2014, in accordance with MEPC.1/Circ.753/Rev.1.

5.1.5 Ship to Ship Transfer (STS) Operations Plan

Oil tankers of 150 gross tonnage and above, engaged in the transfer of oil cargo between oil tankers at sea (STS operations), shall carry an STS operations plan.

STS operations plans approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the STS operations plan is to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

5.1.6 Biofuel blends and on-board blending

Biofuels and biofuel blends should be carried in accordance with MEPC.1/Circ.761/Rev.1, *2011 Guidelines for the Carriage of Blends of Petroleum Oil and Biofuels, as amended*.

5.1.7 Biofuel blends and Oil Discharge Monitoring & Control Equipment (ODME)

Biofuel blends containing 75% or more of petroleum oil are subject to Annex I of MARPOL. When carrying such biofuel blends, Oil Discharge Monitoring & Control Equipment (ODME) shall be in compliance with MARPOL I/31 and approved for the mixture being transported. ODME systems fitted on or after 01 January 2016 are to be approved under MEPC.108(49), as amended by MEPC.240(65).

In accordance with MEPC.1/Circ.858, oil tankers carrying biofuel blends on or after 01 January 2016, should have ODME equipment complying with MEPC.108(49) as modified by MEPC.240(65).

5.2 Annex II: Control of Pollution by Noxious Liquid Substances in Bulk

5.2.1 Carriage of Vegetable oil

The BMA has issued guidance on the carriage of vegetable oil. Refer to BMA Information Bulletin No. 90.

5.2.2 Dual Certificates of Fitness

The BMA allows the issue of dual certificates of fitness for Type 2 chemical tankers that also comply with the requirements for Type 3 vessels carrying vegetable oils.

Dual certificates of fitness may be directly issued to a vessel; however, the BMA shall be notified of such cases.

When a vessel is issued dual certificates of fitness, the unused certificate must be placed in a sealed envelope.

Where there is no change to the physical arrangements on board related to the certificate of fitness, the following procedures are to be in place:

- The process for changing the certificate of fitness is to be described in the Safety Management System;
- The Company is to inform the Recognised Organisation each time the certificate of fitness is changed;
- The ship must comply fully with all requirements appropriate for the ship type corresponding to the certificate of fitness;
- Only one certificate of fitness shall be in use at any time;
- The Master is to make an entry in the ship's Official Log Book on every occasion that the certificate of fitness is changed;
- The Recognised Organisation is to ensure that both certificates of fitness are endorsed at annual, intermediate and renewal surveys and check the cargo list against the certificate of fitness;
- Recognised Organisations are to ensure that the above procedures are in place when conducting ISM audits.

Where there is a change in physical arrangements on board related to the certificate of fitness, the above is to be verified at the change of certificates by a Recognised Organisation surveyor.

5.2.3 Shipboard Marine Pollution Emergency Plan (SMPEP)

SMPEPs approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the SMPEP is to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

5.2.4 Tank Stripping tests

Stripping tests required by MARPOL Annex II, Regulations 12.1, 12.2 & 12.3 are to be carried out at initial and renewal surveys for all ships to which these regulations apply. The minimum extent of testing is to be in accordance with paragraph 1.2.2 of Appendix V of MARPOL Annex II provided at least one tank of each similar type is tested to the satisfaction of the attending Recognised Organisation surveyor.

In the application of Paragraph 1.2.2 of Appendix V of MARPOL Annex II, the BMA considers that a "similar tank" is a "similar tank" on the same ship, not a "similar tank" on a sister ship.

5.3 Annex III: Prevention of Pollution by Harmful Substances carried by Sea in Packaged Form

There are no survey or certification requirements for Annex III. There are currently no special instructions.

5.4 Annex IV: Prevention of Pollution by Sewage from Ships

5.4.1 General

The Bahamas was not in a position to accede to Annex IV at its entry into force, however the Annex has been voluntarily applied to all applicable Bahamian ships from 23 September 2003, as outlined in MEPC.1/Circ.633.

The Bahamas acceded to Annex IV on 08 June 2017. Accordingly, Annex IV of MARPOL 73/78 applies to The Bahamas and Bahamian ships from 08 September 2017.

Please refer to BMA Information Bulletin No. 166.

5.4.2 Survey and Certification

Recognised Organisations are authorised to conduct Annex IV surveys on behalf of The Bahamas and issue certification as follows:

International Sewage Pollution Prevention Certificates shall be issued to Bahamian ships on completion of the first survey under Regulation 4 of Annex IV that takes place on or after 08 September 2017.

Statements of Compliance with Annex IV that have already been issued to Bahamian ships shall be replaced directly with International Sewage Pollution Prevention Certificates at the first attendance of a surveyor for any survey that takes place on or after 08 September 2017, with the expiry date being no later than that on the existing Statement of Compliance.

The transitional arrangements described above apply for a period of 15 months from the entry into force date for The Bahamas, i.e. until 08 December 2018, and have been notified to IMO (see MEPC.1/Circ.870).

5.4.3 Approved rate of discharge on ships fitted with approved Sewage treatment and Comminuting/disinfecting plant.

Any ship which is arranged such that the approved sewage treatment plant or comminuting/disinfecting plant can be bypassed so that sewage which is not treated, comminuted or disinfected can be discharged directly overboard shall carry on board approved rate of discharge information, as required by MARPOL Annex IV/11.1.1 and MEPC.157(55).

5.5 Annex V: Prevention of Pollution by Garbage from Ships

5.5.1 General

Annex V applies to all ships, including private yachts.

5.5.2 Survey & certification

There are no survey or certification requirements for Annex V.

5.5.3 Placards, garbage management plans & record keeping

Every ship of 12 metres or more in length overall and fixed or floating platforms shall display placards which notify the crew and passengers of the discharge requirements of Annex V. The placards shall be in the working language of the ship and, where English is not the working language, in English.

Every ship of 100 gross tonnage and above, every ship which is certified to carry 15 or more persons (including yachts) and fixed or floating platforms shall carry a garbage management plan which the crew shall follow. The garbage management plan shall be in the working language of the ship and, where English is not the working language, a copy shall be maintained in English.

Until 28 February 2018, every ship of 400 gross tonnage and above and every ship which is certified to carry 15 or more persons (including yachts), engaged in international voyages, and every fixed or floating platform shall be provided with a Garbage Record Book in the form specified in the Appendix to Annex 5.

From 01 March 2018, the new Garbage Record Book Part I shall be provided to every ship of 400 gross tonnage and above, every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform, to record discharge of garbage. In addition, the new Garbage Record Book Part II shall also be provided to record discharge of cargo residues for ships that carry solid bulk cargoes.

Further information on Garbage Record Books is provided in BMA Information Bulletin No.169 and details on how to order are provided in BMA Information Bulletin No. 152.

5.5.4 Discharge of boiler and/or economiser wash water

Paragraph 1.7.3 of MEPC.219(63) provides a non-exhaustive list of discharges considered essential to the operation of a ship. In the opinion of the BMA, the discharge of boiler/economiser wash down water (soot drains), where essential to the operation of the ship, should be treated in the same manner as the examples listed in para. 1.7.3 of MEPC.219(63) and should not be considered 'operational waste' as defined in MARPOL V/1.12. As such there should be no obligation to handle such discharges as "garbage".

Notwithstanding the above, it is the responsibility of the Company, to ensure that this interpretation is shared by individual port States, if applicable.

5.6 Annex VI: Prevention of Air Pollution from Ships

The BMA has issued guidance on MARPOL Annex VI.

Please refer to BMA Information Bulletin No.75.

6 Convention on the International Regulations for Preventing Collisions at Sea 1974 (COLREGs)

6.1.1 Rule 23

With reference to the requirement in rule 23(a)(ii) for a second masthead light for vessels over 50 metres in length, the BMA will not ordinarily approve any request for exemption from this requirement. Where a ship has an existing exemption from this requirement issued by another Administration, the BMA will allow a temporary exemption to the first scheduled dry docking, where a second light is to be fitted.

All applications for exemption are to be submitted by the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

6.1.2 Rules 27 and 28

With reference to lights required to be displayed for rule 27 - *"Vessels not under command or restricted in their ability to manoeuvre"* and rule 28 - *"Vessels constrained by their draught"*, permanent fixture is not required. However, there must be adequate means of hoisting them and there must be a ready source of electrical power available for these lights.

6.1.3 Part C and Annex I

Any modification of an existing vessel or any new vessel with novel arrangements which result in non-compliance with any of the requirements of Part C and Annex I of the COLREGs shall be assessed in accordance with BMA Information Bulletin No. 8. In reviewing any application, the Recognised Organisation shall ensure that effective operational measures have been introduced.

If an arrangement is accepted, the information shall be displayed in the navigating space so as to be readily available for the Officer in Charge of the Navigation Watch.

7 International Convention for **the Control and Management of Ship's** Ballast Water and Sediments, 2004 (Ballast Water Management Convention)

7.1 General

The International Convention for the Control and Management of Ship's Ballast Water and Sediments, 2004, often referred to as the Ballast Water Management Convention or BWM Convention, was adopted on 13 February 2004.

The entry into force requirements were met on 08 September 2016 and the Convention entered into force on 08 September 2017.

The Bahamas ratified the Convention on 08 June 2017 and the Convention applies to Bahamian ships as of the entry into force date.

It is intended that the survey and certification process will be limited to the Recognised Organisation that classes the ship.

Please refer to BMA Information Bulletin No. 165.

7.2 Survey and certification

7.2.1 Surveys

Statutory surveys for the International Ballast Water Management Certificate are to be performed in accordance with the Guidelines in IMO Circular BWM.2/Circ.7.

7.2.2 Certification

Recognised Organisations shall issue International Ballast Water Management Certificates to Bahamian ships on completion of the first survey under Regulation E-1 that takes place on or after 09 June 2017, as outlined in BWM.2/Circ.40.

Bahamian ships that have been satisfactorily surveyed for compliance with the Convention before 08 June 2017 may have been issued with a Statement of Compliance with the Ballast Water Management Convention, valid for a maximum of five years. Statements of Compliance shall be replaced directly with International Ballast Water Management Certificates at the first survey under Regulation E-1 that takes place on or after 09 June 2017, with the expiry date being no later than that on the existing Statement of Compliance.

The transitional arrangements described above apply for a period of 15 months, i.e. until 08 September 2018.

7.3 Ballast water management plans

Ballast water management plans shall be approved in accordance with the guidelines outlined in IMO Resolution MEPC.127(53) *Guidelines for Ballast Water Management and Development of Ballast Water Management Plans (G4)*, only by the Recognised Organisation which classes the ship.

Ballast water management plans that have already been approved in accordance with Resolution A.868(20) *Guidelines for the Control and Management of Ships' Ballast Water to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens*, which was superseded by MEPC.127(53) in 2005, remain valid until the plan requires revision due to the installation of a ballast water treatment system (see BWM.2/Circ.40).

7.4 Acceptance and approval of ballast water treatment systems

7.4.1 Approval of ballast water treatment systems under the G8 & G9 guidelines by a Bahamas Recognised Organisation

Ballast water treatment systems approved by a Bahamas Recognised Organisation, in accordance with MEPC.174(58) *Guidelines for Approval of Ballast Water Management Systems* (G8) or MEPC.169(57) *Procedure for Approval of Ballast Water Management*

Systems that make use of Active Substances (G9), are accepted for use on Bahamian ships.

7.4.2 Acceptance of ballast water treatment systems approved by other Administrations under the G8 guidelines

Ballast water treatment systems that have been approved by another Administration, in accordance with MEPC.174(58) *Guidelines for Approval of Ballast Water Management Systems* (G8), will be considered for acceptance on a case-by-case basis.

7.4.3 Acceptance of ballast water treatment systems approved by other Administrations & IMO under the G9 guidelines

Ballast water treatment systems that have received final approval from another Administration and IMO, in accordance with MEPC.169(57) *Procedure for Approval of Ballast Water Management Systems that make use of Active Substances* (G9), and are listed in Annex 2 of BWM.2/Circ.34/Rev.2 as amended, will be considered for acceptance on a case-by-case basis.

7.5 Ballast water treatment system alarms

MEPC.174(58) *Guidelines for Approval of Ballast Water Management Systems* (G8 guidelines) requires that *"…audible and visual alarm signals should be given in all stations from which ballast water operations are controlled."*

In order to minimise any impact on navigational safety as a result of alarms sounding on the bridge, the BMA accepts the following arrangements as meeting the intent of the G8 guidelines:

- There is a visual and audible alarm in the engine control room;
- The engine control room is manned at all times;
- There is a visual alarm on the bridge.

8 International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention)

8.1 General

The AFS Convention entered into force on 17 September 2008. Article 4(2) of the Convention allowed for the status quo for coatings for a period not exceeding 60 months following application.

8.2 MODUs and Offshore Units

Offshore units and MODUs constructed prior to 01 January 2003 which have <u>not</u> undergone a bottom survey in dry dock, do not need to comply with the AFS Convention until the first bottom survey in dry dock.

9 International Convention on Load Lines 1966 and 1988 Protocol

9.1 General

Recognised Organisations are authorised to conduct surveys and inspections required by the International Convention on Load Lines, 1966 and 1988 protocol, on behalf of The Bahamas and to issue the relevant certificate. This includes authorisation to complete the stability review.

9.2 Multiple Load Line Certificates

Multiple load line certificates may be directly issued to a vessel. However, the BMA shall be notified of such cases and advised of the vessel's highest deadweight tonnage.

When a vessel is issued multiple load line certificates, the unused certificates must be placed in a sealed envelope and kept in the custody of the Master.

The following must be verified for issuance or change of Load Lines:

- The ship must comply fully with all statutory requirements appropriate for a ship of the maximum deadweight corresponding to the minimum freeboard assigned in the certificates issued;
- There must be no reduction in safety standards when sailing at an increased deadweight;
- Only one set of load line marks shall be on display at any time, and the other sets shall be obliterated by paint;
- The Master must ensure, with a Recognised Organisation surveyor in attendance, that the correct set of marks are displayed together with the corresponding load line certificate, that the other sets of marks are properly obliterated, and that the other load line certificates are in safekeeping and not on display. In the case of Recognised Organisation surveyor unavailability, the change of load line may be carried out on the Master's instructions, provided that arrangements for verification at the next available port have been agreed with the Recognised Organisation;
- The Master is to make an entry in the ship's Official Log Book on every occasion that the load line marks are changed;
- The Master is to ensure that all marks are verified and all their corresponding load line certificates endorsed at each subsequent load line inspection.

10 International Convention on Tonnage Measurement of Ships 1969

10.1 General

Recognised Organisations are authorised to conduct tonnage survey and certification. All ships are to be measured under the International Convention on Tonnage Measurement, 1969, as amended.

10.2 New buildings and conversions

For new build ships or existing Bahamian ships undergoing major conversion, the initial certificate of survey and tonnage certificate are to be issued prior to provisional registration or on completion of the conversion, unless otherwise agreed between the Registrar and the Recognised Organisation.

The initial International Tonnage Certificates must be forwarded to the BMA office where the ship is registered (London, Nassau, New York, Hong Kong or Piraeus), without due delay. The office of ship registry is denoted on the Certificate of Registry by the prefix to the year of registry; L is London, N is Nassau, NY is New York, HK is Hong Kong, P is Piraeus.

If the office of ship registry is not known, the International Tonnage Certificate is to be forwarded to the BMA London office.

10.3 Change of flag

For existing ships changing flag to The Bahamas, the certificate of survey and tonnage certificate issued under the losing flag are to be provided before registration of the ship. The Bahamas Certificate of Survey and Tonnage certificate are to be issued at, or as soon as possible after, registration and subsequent change of flag, but in any case, no longer than three months after the change of flag as per provisions of Tonnage Convention Article 10(3).

11 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW)

The BMA has issued guidance on manning and qualification of seafarers. Please refer to BMA Information Bulletin Nos. 86, 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137, 138, 140, 144, 147, 151 and 153.

If STCW training that requires approval is being carried out on board, the RO shall verify that a valid STCW approval document. Any familiarisation training should be incorporated in the SMS.

12 ILO Conventions

12.1 ILO Convention Ratifications

The Bahamas has ratified the following conventions, relevant to the Bahamas fleet:

- ILO Convention 7: Minimum age at sea
- ILO Convention 22: Seaman's articles of agreement
- ILO Convention 147: Merchant Shipping (Minimum Standards)
- ILO Maritime Labour Convention, 2006

12.2 Maritime Labour Convention, 2006 (MLC 2006)

12.2.1General

The Maritime Labour Convention, 2006 (MLC 2006), entered into force for The Bahamas on 20 August 2013.

MLC 2006 applies to all ships, except where specified in BMA Information Bulletin No.127.

All ships under 500 gross tonnage must comply with the Convention but do not require certification.

The BMA will authorise the issue of a Maritime Labour Certificate for ships to which the MLC 2006 does not apply, or ships under 500 gross tonnage, on a voluntary basis, upon application by the ship owner.

The BMA has issued extensive guidance on the application of MLC 2006. Please refer to BMA Information Bulletin Nos. 127, 139, 140, 141, 142, 143, 144, 145, 146, 147 and 148.

12.2.2Exemptions, equivalence, dispensations and interpretations

All applications for exemption, equivalence, dispensations, etc. from MLC 2006 requirements, except as noted in paragraph 12.3.2 below, are to be made direct to the BMA by the ship owner, with relevant supporting information. Requests for interpretation of MLC 2006 are also to be addressed direct to the BMA.

12.2.3 Change of Owner, Manager or Certifying Body

The Maritime Labour Convention Certificate will be invalidated when:

- The owner or company responsible for the management of a ship is transferred to another company; or,
- The Maritime Labour convention certifying body is transferred to another Bahamas Recognised Organisation.

In such circumstances the invalidated Maritime Labour Convention Certificate is to be removed from the ship and returned to the issuing Recognised Organisation for disposal.

12.3 Crew Accommodation

12.3.1Ships with keel laid before 20 August 2013

The protocol to ILO Convention 147 (which includes ILO Convention 133) has not been ratified by The Bahamas. However, The Bahamas Merchant Shipping (Crew Accommodation) Regulations are intended to give effect to ILO Convention 133 standards, which are supplementary to ILO Convention 92. Therefore, accommodation on board Bahamian ships with a keel laying date before 20 August 2013 shall be surveyed for compliance with the Bahamas Merchant Shipping (Crew Accommodation) Regulations utilising the standards set out in ILO Convention 133.

The BMA will consider relaxations or exemptions from the provisions of the Merchant Shipping (Crew Accommodation) Regulations and/or ILO 133 requirements where appropriate. Some common examples are:

- Common mess room facilities;
- Deviation from required cabin arrangements;

- Toilet and shower facilities.

Any requests for exemptions are to be made via the Recognised Organisation as per BMA Information Bulletin No.8.

Any exemptions issued on behalf of The Bahamas shall contain the caveat that conditions not in accordance with Bahamas Merchant Shipping (Crew Accommodation) Regulations must be acceptable to the affected joining crew member(s) and the relevant seafarer's representative body or union.

12.3.2Crew Accommodation – ships with keel laid on or after 20 August 2013

Accommodation on board Bahamian ships with a keel laying date on or after 20 August 2013 shall be surveyed for compliance with the Bahamas Merchant Shipping (Maritime Labour Convention) Regulations utilising the standards set out in MLC 2006 and the guidance in BMA Information Bulletin No.139.

Any requests for exemptions related to the construction and equipment requirements of MLC, 2006 are to be made via the Recognised Organisation as per BMA Information Bulletin No.8.

12.4 Medical Scales

12.4.1 Carriage Requirements

Medical stores on board Bahamian ships should comply with the Merchant Shipping (Medical Stores) Regulations 1986, as amended. These are in line with the United Kingdom Maritime & Coastguard Agency (MCA) scales contained in MSN 1768 (M+F). Alternatively, the World Health Organization (WHO) *International Medical Guide for Ships,* 3rd Edition may be used as an equivalent.

The quantity of stores required depends on voyage type and vessel type.

The medical locker shall be inspected at least once every 12 months, in accordance with Regulation 24(6) of the Merchant Shipping (Maritime Labour Convention) Regulations 2012. This inspection shall be recorded in the Official Log Book.

All medicines and stores are to be properly stowed and in date for the intended voyage.

Vessels that carry dangerous goods are to comply with the additional medical stores requirement contained within the IMDG Code.

12.4.2 Medical Oxygen Sets

Medical Oxygen cylinders should be sent ashore for refill/refreshment as per the manufacturer's instructions or the expiry date marked on individual cylinders.

Pressure regulators for medical oxygen require periodic servicing as per the manufacturer's instructions. Only suitably trained and qualified persons, experienced in the servicing of oxygen regulators, should undertake servicing of oxygen equipment. Contamination of

oxygen systems with oil or grease may result in an explosion and care must therefore be taken to ensure that all parts of the oxygen system are kept free of oil and grease.

Hydrostatic pressure testing of medical oxygen cylinders shall be undertaken at least once every 5 years, or on a more frequent basis if required by the manufacturer's instructions.

12.5 Fresh & Potable Water

12.5.1 Fresh & Potable Water Disinfection

Fresh and potable water is to be treated in accordance with the Bahamas Merchant Shipping (Crew Accommodation) Regulations, as amended. The guidance provided in the World Health Organisation (WHO) *Guidelines for Drinking Water Quality* or the United Kingdom MCA document MGN 525 (M+F) should be taken into account.

12.5.2 Use of Plastic Pipework in Domestic Fresh Water Systems

The BMA accepts the use of plastic pipework in domestic fresh water systems that complies with the requirements of IMO Assembly Resolution A.753(18), as amended by IMO MSC Resolution MSC.313(88).

In consideration of the alternative acceptance of national standards in accordance with IACS UR P4, para.4.4.2, the BMA allows the application of national standards (e.g. ASTM D635) to determine the flame spread characteristics on plastic piping on board Bahamian ships.

12.6 Lifting Equipment

12.6.1General Requirements for Lifting Equipment

The Bahamas Merchant Shipping (Hatches and Lifting Plant) Regulations give effect to the requirements of ILO Convention 152 for ship's lifting gear.

Annual inspections of lifting gear shall be carried out by a "competent person". The meaning of "competent person" for the purposes of the MS (Hatches and Lifting Plant) Regulations is "*a person over the age of 18 possessing the knowledge and experience required for the performance of thorough examinations and tests of ships' lifting plant*" (Reg.2) and may include a suitably knowledgeable, trained and experienced senior member of the crew.

Training of the competent person may be carried out by qualified trainers from within or outside the Company. The Company is responsible for verifying the competence of the person or organisation carrying out inspections on lifting gear.

ILO Convention 152 is also applied by the BMA to offshore installations, including FPSO/FSU, in order to ensure that a satisfactory inspection and survey standard is applied. See separate entry in this document under MODU Code.

12.6.2 Personnel Elevators

The MS (Hatches & Lifting Plant) Regulations and ILO 152 do not apply to personnel elevators. However, the BMA requires that elevators on Bahamian ships comply with ISO 8383:1985. The ASME Elevator Code A.17.1, UK Maritime and Coastguard Agency (MCA) Code of Safe Working Practice Section 21.21 (which refers to the BS 5655 series) and EN81-1/EN81-2 may be accepted as an equivalent.

Required inspections are:

- routine inspection and test at intervals not exceeding six months;
- periodic inspections at one, three and five years;
- acceptance inspection at the commissioning of a new or altered elevator.

Inspections are to be carried out by a "competent person" and managers are responsible, under the ISM Code, for ensuring that the person carrying out the inspections is competent. A "competent person" for the purposes of this section is defined in BMA Information Bulletin No. 89. The Company is responsible for providing the competent person with the necessary information to be able to complete the inspection safely.

Emergency instructions and signs are to be posted in order to ensure safe operation and use.

13 International Code of Safety for High Speed Craft

13.1.1 Survey & Certification

Recognised Organisations are authorised to conduct surveys, review plans and issue certification in respect of the International Code of Safety for High Speed Craft, 1994 (the 1994 HSC Code) and the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code).

13.1.2 Permits to Operate

High Speed Craft Permits to Operate are issued by the BMA. The Company shall apply direct to the BMA for a High Speed Craft Permit to Operate using Form R107. Relevant supporting information should be included with the application.

13.1.3 HSC Type Rating Training

The BMA accepts training that has been carried out under the approval of a country recognised by The Bahamas (see BMA Information Bulletin No. 121). Alternatively, the company may apply for the Type Rating training to be approved by the BMA in accordance with BMA Information Bulletin No. 86.

14 Code of Safety for Dynamically Supported Craft

14.1.1 Survey & Certification

Recognised Organisations are authorised to conduct surveys, review plans and issue certification in respect of the Code of Safety for Dynamically Supported Craft (DSC Code).

14.1.2Permits to Operate

Dynamically Supported Craft Permits to Operate are issued by the BMA. The Company shall apply direct to the BMA for a Dynamically Supported Craft Permit to Operate using Form R107. Relevant supporting information should be included with the application.

14.1.3DSC Type Rating Training

The BMA accepts training that has been carried out under the approval of a country recognised by The Bahamas (see BMA Information Bulletin No. 121). Alternatively, the company may apply for the shipboard training to be approved by the BMA in accordance with BMA Information Bulletin No. 86.

15 International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)

The BMA currently has no special instructions.

16 Carriage of Liquefied Gases in Bulk (GC Code and IGC Code)

The BMA currently has no special instructions.

17 International Maritime Solid Bulk Cargoes Code (IMSBC Code)

17.1 Self-unloading (SUL) bulk carriers

Routine on board operational fire safety risk assessments shall be carried out by the ship's crew for cargo handling areas on self-unloading bulk carriers featuring internally installed conveyor systems within the ship's structure. Due consideration shall be given to fire prevention and the effective operation of fire detection systems, containment and suppression under all anticipated operating conditions and cargoes. The fire safety risk assessments shall be detailed in the ships Safety Management System (SMS) together with a recommended timing to provide regular assessments.

18 International Code on Intact Stability, 2008 (IS Code)

The BMA currently has no alternate or additional requirements, or specific interpretations to the recommendations in Part B of the 2008 IS Code.

19 International Code for the Safe Carriage of Grain (Grain Code)

The BMA currently has no special instructions.

20 Code of Safety for Diving Systems

20.1 General

Recognised Organisations are authorised to conduct surveys for the issue and maintenance of certification of diving systems installed on Bahamian ships.

The standards to be complied with in respect of statutory certification are those as contained in the applicable annexes to IMO Assembly Resolutions A.831(19) *"Code of Safety for Diving Systems, 1995"* and A.692(17) *"Guidelines and Specifications for Hyperbaric Evacuation Systems"*.

Further guidance is provided in BMA Information Bulletin No. 93.

20.2 Hyperbaric evacuation systems

20.2.1 Number

The BMA recommends that dive support vessels and dive systems are fitted with at least two hyperbaric evacuation systems, where practicable.

Where a single hyperbaric evacuation system is fitted, the Company should:

- undertake a risk assessment for each diving project/work area and establish appropriate safeguards, taking into account relevant guidelines and matters such as availability of alternative means of rescue, proximity of other dive support ships or diving facilities, location/proximity of Life Support Package (LSP), any training requirements, etc.;

- ensure that ship specific contingency plans take into account the location of the single hyperbaric evacuation system when undertaking any operations whilst divers are in saturation, noting that incidents can occur during non-diving operations;

20.2.2 Drills and Launching

SOLAS III/19 requires lifeboats to be launched and manoeuvred in the water at least once every three months (with the exception of free-fall lifeboats, which have different requirements). Hyperbaric lifeboats and evacuation systems are not specifically referred to in SOLAS, however they are subject to the training and drills requirement specified in IMO Assembly Resolution A.692(17), which does not state any time periods.

The BMA recommends that the training and drills requirement specified in Para.4 of A.692(17) is followed, i.e. that drills *"…should not normally be carried out while the chambers are pressurized, but should be carried out at each available opportunity"*.

In cases where the hyperbaric evacuation system cannot be launched due to the dive system being pressurised, an entry should be made in the Official Log Book explaining why the drill could not be undertaken (as per Paras. 7.2 and 7.3 of BMA Information Bulletin No.72) and the launch should take place at the first available opportunity.

The BMA also recommends that the crew assigned to launching of the hyperbaric evacuation system "walk through" the procedures for launch at regular intervals, so that they are familiar with the operation of the launching system.

20.2.3 Safety Equipment Certificate

Hyperbaric lifeboats and hyperbaric evacuation systems that have been surveyed in accordance with IMO Assembly Resolution A.692(17) by a Bahamas Recognised Organisation shall be recorded on the supplement to the Cargo Ship Safety Equipment Certificate (Form E) as providing the life-saving appliances and arrangements for divers in compression as follows:

Under section 2 of the Form E:

(i) the "total number of persons for which life-saving appliances are provided" in box 1 shall be the total POB + divers in saturation: this may be listed as the total number or as "XXX + YY divers in saturation";
(ii) The hyperbaric lifeboat(s) or hyperbaric evacuation system(s) shall be listed under box 2.6 "other lifeboats".

The Recognised Organisation that classes the ship should contact the BMA for instructions where the hyperbaric lifeboat(s) or hyperbaric evacuation system(s) have not been surveyed by a Bahamas Recognised Organisation.

21 Code of Safe Practice for the Carriage of Cargoes and Persons by Offshore Support Vessels (OSV Code)

21.1 Carriage of Limited Amounts of Hazardous and Noxious Liquid Substances

Recognising the requirement for certain offshore vessels to transport hazardous and noxious substances to offshore installations, the BMA applies IMO Assembly Resolution A.673(16) *"Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Vessels"*.

In accordance with A.673(16), "limited quantities" are considered to be quantities of bulk liquids not exceeding a maximum of 800m^3, or a volume in m^3 equal to not more than 40% of the ship's deadweight calculated at a cargo density of 1.0, whichever is less. The BMA may consider applications for quantities in excess of these amounts on a case by case basis.

Applications should be made by the Recognised Organisation in accordance with BMA Information Bulletin No.8.

21.2 Temporary Equipment & Chemicals used for Subsea Operations

The BMA considers that the provisions of A.673(16), as amended, do not apply to temporary equipment and chemicals installed on board for use during subsea operations. Where temporary equipment and chemicals are installed, the Company shall undertake a risk assessment for the specific operation concerned. The risk assessment should address all identifiable hazards associated with the chemicals to be used. The relevant permits/licences should be obtained from the relevant coastal State where any chemicals are to be discharged to sea.

The transport of chemicals for discharge to offshore installations does fall within the provisions of A.673(16) and should be treated accordingly.

21.3 Carriage of Oil (MARPOL Annex I Cargoes)

Regulation 1.5 of MARPOL Annex I defines an oil tanker as a *"ship constructed or adapted primarily to carry oil in bulk in its cargo spaces".*

In general, where the quantity of oil to be carried is more than 50% of deadweight, the vessel will be considered as an oil tanker and will be required to comply with the relevant requirements for oil tankers.

Applications will be considered on a case by case basis and shall be made by the Recognised Organisation in accordance with BMA Information Bulletin No.8.

21.4 Application of MSC.335(90) stability requirements

Ships with a keel laying date on or after 22 November 2012 should comply with the amendments to MSC.235(82) *Guidelines for the design and construction of offshore supply vessels, 2006* specified in MSC.335(90). Where ships constructed on or after 22 November 2012 do not comply with MSC.335(90), the BMA will consider the actual arrangements on a case-by-case basis. Applications shall be made by the Recognised Organisation in accordance with BMA Information Bulletin No.8.

22 Code of Safety for Special Purpose Ships (SPS Code)

22.1 General Requirements

The BMA has not formally adopted the Special Purpose Ship (SPS) Code but recognises the Code for voluntary application to special purpose ships. The BMA is aware that certain coastal States have adopted the Code and may require offshore ships/units operating in their waters to comply with the Code.

Upon Owner's request, Recognised Organisations may issue Special Purpose Ship Safety Certificates to ships that comply with the Code, on behalf of the BMA.

It should be noted that certification for ships constructed on or after 13 May 2008 should be to MSC.266(84) *Code of Safety for Special Purpose Ships, 2008* (2008 SPS Code). The BMA may approve the issue of certification under A.534(13) *Code of Safety for Special Purpose Ships* (1983 SPS Code) for ships constructed before 13 May 2008, however such certification may not be accepted by coastal States for ships delivered after this date.

Any requests for exemption from the provisions of the SPS Code, or issue of certification under the 1983 SPS Code, shall be forwarded via the Recognised Organisation as per BMA Information Bulletin No.8

22.2 Dual SPS Code and MODU Code Certification

Notwithstanding Paragraph 1.2.2 of the 2008 SPS Code and the preamble to the 2009 MODU Code, the BMA may allow the application of both codes to special purpose vessels at the specific request of the owner. Where there are conflicting standards between the requirements of the Codes, the higher standard is to apply.

22.3 Use of freefall lifeboats

The BMA allows the use of freefall lifeboats on SPS Code ships in lieu of davit launched lifeboats, subject to the following:

- In addition to the freefall lifeboats, inflatable or rigid liferafts of such aggregate capacity as will accommodate 50% of the total number of persons on board on each side of the vessel; and
- Liferafts are to be distributed evenly, in at least two groups on each side of the vessel, taking into account the layout of the vessel; and
- Liferafts are not to be stowed in way of the freefall lifeboats.

23 Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code)

23.1 Drilling Units

All drilling units shall be surveyed against the applicable parts of the 1979, 1989 or 2009 MODU Code, as applicable, unless otherwise agreed by the BMA (for example, where the coastal State requires compliance with SOLAS or national regulations).

Recognised Organisations are authorised to issue MODU Code Safety Certificates as required by the 1979, 1989 or 2009 Code, as applicable.

In addition to the Bahamas national MODU Certificate and where required by the coastal state, the Recognised Organisation may issue a Statement of Compliance with the Special Purpose Ship Code.

During survey and certification of MODU or any other offshore unit, any reference to SOLAS shall incorporate the most recent SOLAS requirements.

23.2 Non-drilling Units

23.2.1 Application of the MODU Code to non-drilling units

Drilling tenders and other offshore vessels such as pipe laying barges, accommodation units etc., are very similar in many respects to MODUs, therefore the applicable parts of the MODU Code may be applied to them. Consequently, upon satisfactory completion of design appraisals and initial surveys in accordance with the provisions of the MODU Code (either the 1979, 1989 or 2009 version, depending on the owner's and/or coastal state request), using an approach similar to that applied to MODUs not constructed fully under the requirements of the MODU Code, a Bahamas National Mobile Offshore Unit (MOU) Safety Certificate may be issued.

In addition to the Bahamas national MOU Certificate and where required by the coastal state, the RO may issue a Statement of Compliance with the Special Purpose Ship Code (see also 22.2).

23.3 Units constructed prior to 1979 MODU Code

Units constructed prior to the adoption of the 1979 MODU Code are to be certified under the 1979 MODU Code.
Such units are to be subject to a gap analysis by the Recognised Organisation issuing the MODU Certificate and any areas of non-compliance with the 1979 MODU Code identified are to be reported to the BMA. The Recognised Organisation is to provide a suitable recommendation to the BMA, in accordance with BMA Information Bulletin No.8, for acceptance of any non-compliances or to agree any upgrades which may be necessary to ensure compliance. The BMA will consider each non-compliance on a case by case basis.

Upon satisfactory completion of design appraisals, initial surveys in accordance with the provisions of the 1979 MODU Code and acceptance of any non-conformity by the BMA, a Bahamas National MODU or MOU Certificate may be issued to the unit as applicable.

Notwithstanding the above, units constructed prior to 1979 MODU Code are not precluded from fully complying with the 1989 MODU Code or 2009 MODU Code if so wished by the owners.

23.4 Requirements applicable to all Mobile Offshore Units

23.4.1 Safe Manning

The BMA has issued guidance on manning and qualification of seafarers on board offshore units. Please refer to BMA Information Bulletin Nos. 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 144, 146, 147, 151 and 153.

23.4.2 Safety of Navigation

The 1979 and 1989 MODU Codes do not require compliance with SOLAS Chapter V requirements. Vessels subject to MODU Code survey which undertake self-propelled voyages shall be surveyed against SOLAS Chapter V requirements. On completion of satisfactory survey, a Statement of Compliance with SOLAS Chapter V may be issued on behalf of The Bahamas by the Recognised Organisation. Any non-compliant items are to be agreed with the BMA.

The 2009 MODU Code requires compliance with SOLAS Chapter V requirements. The BMA may exempt individual units from this requirement in accordance with Regulation 3 of SOLAS Chapter V. Applications for exemption shall be made by the Recognised Organisation as per BMA Information Bulletin No. 8.

23.4.3Lifeboat testing

The requirements of *IMO Resolutions MSC.81(70) & A.689(17)* apply to the testing of all new lifeboats, regardless of their means of launching (e.g. free-fall lifeboats are required to be tested).

The sister ship rule may be applied to the 5 knot launch test required by LSA Code Part 2, Para. 5.4, whereby the test is only necessary for the first vessel of a contracted series of ships with identical arrangements, and where the geometry of the lifeboat launching arrangement is also verified as being identical to the first vessel which has been satisfactorily tested.

23.4.4Exemption from the carriage of lifeboat food rations and fishing tackle

Offshore units operating outside the 200-mile limit and those undertaking positioning and delivery voyages which take them beyond the 200-mile limit must be referred to the BMA for consideration on a case by case basis.

23.4.5GMDSS exemptions

Applications for exemption from GMDSS requirements on the basis of nearby vessels or platforms will not be accepted, since the BMA has no control over these, or any other local communications network. However, for stationary platforms, FPSO units or vessels operating in a similar mode, limited departure from GMDSS requirements may be considered by the BMA, provided that the functional requirements of SOLAS Chapter IV are satisfied.

Applications for exemption are to be submitted by the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

23.4.6 1989 MODU Code additional radio installation

The additional radio station required under Chapter 11 of the 1989 MODU Code is not required for units which do not have a drilling capability.

Applications for exemption shall be submitted by the Recognised Organisation in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

23.4.7 Crew Accommodation

In general, MODU/MOUs are required to comply with Bahamas' Merchant Shipping (Crew Accommodation) Regulations.

With respect to Article 10.2 of ILO C92 (Placement of accommodation aft of the collision bulkhead), this requirement would not generally be applicable for a typical semi-submersible or jack-up vessel. However, for a self-propelled ship shaped vessel, it is expected that the requirement will be met. Any individual case for exemption might otherwise be made for exceptional structural design, low propulsion speed/tug in attendance or mode of operation etc.

23.4.8 MODU Code Crane Inspections

There is an overlap between ILO 152, Bahamas Merchant Shipping Legislation and MODU Code. A notable difference between Chapter 12 of the 1979 and 1989/2009 MODU Codes is that of 4 yearly and 5 yearly testing requirements, respectively. In this regard, the

testing requirement for all affected vessels (surveyed under the 1979 MODU Code) should be harmonised to 5 years, where necessary. This also conforms with the Bahamas Merchant Shipping (Hatches and Lifting Plant) Regulations.

For applicable vessels surveyed against the relevant MODU Code, the requirements of Chapter 12 must be verified.

The Merchant Shipping (Hatches and Lifting Plant) Regulations put the responsibility for maintenance, recording and implementation of an inspection and survey regime firmly on the employer and Master.

To satisfy MODU Code requirements, an 'initial' installation survey shall be conducted and initial operational tests and load testing is to be witnessed and verified by the Recognised Organisation.

The MODU Code does not specify that the annual inspection must be carried out by the Administration or Recognised Organisation. A "Competent Person", as defined in Regulation 2 of the Merchant Shipping (Hatches and Lifting Plant) Regulations, must carry out annual inspection of lifting gear. This can include a suitably experienced Classification Society surveyor or a suitably knowledgeable, trained and experienced senior member of the crew.

A Cargo Gear Register issued by a Classification Society may be deemed to satisfy the record keeping requirements of ILO 152 and/or the Merchant Shipping (Hatches and Lifting Plant) Regulations in whole or in part, according to the assessment of the Recognised Organisation.

In case of harmonisation or adjustment of the future survey requirements for lifting devices of vessels under the MODU Code, this may be carried out in a programme deemed to be appropriate by the Recognised Organisation.

23.4.9 Helideck lighting

Helideck lighting may deviate from MODU Code requirements in order to conform to either International Civil Aviation Organisation standards or those of the coastal State in whose waters the vessel is operating.

Applications for such deviations shall be submitted by the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

23.4.10 Access through horizontal and vertical openings

The general technical specifications for access through horizontal openings, hatches or manholes and vertical openings or manholes of section 2.2.4 of the 2009 MODU Code must be complied with for all openings provided for passage through the length and breadth of the space or through which a ladder passes. These requirements are not applicable to openings provided solely for design optimisation (e.g. lightening holes). All areas of the space are to be accessible via openings of the require dimensions, any localised areas where openings of the required dimensions are not possible (e.g. due to hull geometry, etc.) are to be brought to the BMA's attention and an appropriate exemption sought.

24 Other Specific Vessel Types

24.1 Floating Production Storage and Offloading / Floating Storage Unit (FPSO/FSU)

24.1.1 General requirements

All new buildings or any major conversion of an existing unit shall be surveyed against the applicable parts of the 2009 MODU Code, as amended, unless otherwise agreed by the BMA (for example, where the coastal State requires compliance with SOLAS or national regulations).

It must be noted that only those areas modified during the conversion need to comply with the 2009 MODU Code or amended MODU Code in force at the time of conversion.

A new building is any FPSO / FSU with keel laid on or after 1 January 2012. A major conversion means a conversion of an existing ship or FPSO / FSU that:

a. Substantially alters the dimensions or carrying capacity of the ship, FPSO / FSU; or
b. Changes the type of the ship (e.g. to FPSO / FSU); or
c. The intent of which, in the opinion of the Administration, is substantially to prolong its life; or
d. Otherwise so alters the ship, FPSO / FSU that, if it were a new FPSO / FSU, it would become subject to relevant provisions of the latest Regulations/ Codes not applicable to it as an existing FPSO / FSU.

Any new building with a keel laying date earlier than 1 January 2012 or any major conversion commenced prior to 1 January 2012 is to comply with the 1989 MODU Code, as amended.

As a general principle "any revisions to SOLAS are to be applied to MODU-certificated Units where the hazard is perceived as being common" i.e., hazards on oil tankers, also present on FPSO / FSU. In case of doubt such matters will be individually considered by the BMA.

Please also refer to paragraph 5.1.3 & MSC-MEPC.2/Circ.9.

24.1.2 Exemptions

Typical exemptions that may be applied to FPSO / FSU in respect of SOLAS requirements are as follows:

i. Exemption from SOLAS Chapter II-1 requirements for access to and within spaces in the cargo area of oil tankers and bulk carriers, on the proviso that subsequent close up inspections, as considered appropriate, are conducted using one of the acceptable 'alternative means of access' detailed within IACS SC 190.

ii. Exemption from SOLAS Chapter II-1 requirements for safe access to tanker bows. Tankers converted into FPSO and FSU may be exempt from this requirement due to their size, freeboard and stationary position on site, provided that the unit:

- Is permanently moored and equipped with a position mooring system (i.e., spread, internal, or external turret). Note that permanent mooring systems include those which are able to be disconnected, for reasons of safety or for operational deployment.

- Has the design and production of its topside process facilities on the main deck and turrets provided with non-slip walkways and lifelines for bow access equivalent to those required by SOLAS

iii. Individual voyage exemptions in ballast to repair yard or similar will be favourably considered. Applications supported by the Recognised Organisation shall be made direct to the BMA London office.

iv. Exemption from SOLAS Chapter II-1 requirements for Emergency Towing Arrangement. On the proviso that the FPSO complies with the towing requirements set out in paragraph 14.4 of the IMO MODU Code, there is no need to seek a waiver from the emergency towing arrangement requirements of SOLAS Chapter II-1.

Applications for exemptions shall be submitted by the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

24.2 Floating Liquefied Natural Gas Units (FLNG), Floating Storage and Regasification Units (FSRU) & LNG/LPG Storage Units

24.2.1 General requirements

All new buildings or any major conversion of an existing unit shall be surveyed against the applicable parts of the 2009 MODU Code, as amended, unless otherwise agreed by the BMA (for example, where the coastal State requires compliance with SOLAS or national regulations) and the relevant provisions of the IGC Code.

Owners are encouraged to engage with the BMA at an early stage in FLNG/FSRU projects to establish an appropriate regulatory regime.

24.3 Vessels fitted with Dynamic Positioning (DP) Systems

24.3.1 IMO Circular MSC/Circ.645

For ships fitted with dynamic positioning (DP) systems, constructed on or after 01 July 1994 but before 09 June 2017, complying with IMO MSC Circular MSC/Circ.645 *Guidelines for vessels with dynamic positioning systems*, the BMA does not require the issue of a Flag State Verification and Acceptance Document (FSVAD).

However, Owners may voluntarily request the Recognised Organisation to issue a FSVAD on behalf of the BMA, if required. Such requests should be made via the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

24.3.2 IMO Circular MSC.1/Circ.1580

The BMA recommends that ships fitted with DP systems, constructed on or after 09 June 2017, comply with MSC.1/Circ.1580 *Guidelines for vessels and units with dynamic positioning (DP) systems*.

The BMA does not require the issue of a Dynamic Positioning Verification Acceptance Document (DPVAD) as described in MSC.1/Circ.1580, however, Owners may voluntarily request the Recognised Organisation to issue a DPVAD on behalf of the BMA, if required.

Such requests should be made via the Recognised Organisation in accordance with BMA Information Bulletin No. 8.

24.4 Vessels fitted with Helicopter Landing Facilities

24.4.1 Helideck marking and lighting

With the exception of MODUs, helicopter deck marking and lighting should generally conform to the International Civil Aviation Authority (ICAO) standards.

Deviations to the ICAO standard will be considered by the BMA on a case by case basis. Applications for such deviations shall be submitted by the Recognised Organisation in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

24.4.2 Helideck construction

Aluminium helidecks that are considered equivalent to steel, based on a satisfactory fire test, are acceptable for use on Bahamian ships, as per SOLAS II-2/18.3.1.

Aluminium helidecks that are not considered equivalent to steel, are acceptable for use on Bahamian ships, subject to the provisions of SOLAS II-2/18.3.2.

24.5 Yachts

24.5.1 The Bahamas Yacht Code

Charter yachts, i.e. yachts in commercial use, shall comply with the Bahamas Yacht Code (BYC). This includes private yachts engaged on occasional charters, which shall comply to the extent possible.

Private yachts, i.e. yachts in non-commercial use, are strongly encouraged to voluntarily comply with the BYC, to the extent possible.

Please refer to The Bahamas Yacht Code and BMA Information Bulletin Nos. 102 and 133.

24.6 Ships operated exclusively within Bahamian Territorial waters or within Bahamian near-coastal waters

For ships operating, or intended to operate, exclusively in the Bahamian near coastal waters and/or within Bahamian territorial waters, the applicable standards are the Code of Safety for Cargo Ships operating in the Caribbean (CCSS Code) or Code of Safety for Small Commercial Vessels operating in the Caribbean (SCV Code).

Recognised Organisations are authorised to conduct surveys and issue applicable statutory certificates as appropriate.

Please refer to BMA Information Bulletin No. 99.

24.7 Vessels under 500 gross tonnage ("Non-Convention" Vessels)

IACS Recommendation No. 99 Rev.1 April 2013 "*Recommendations for the Safety of Cargo Vessels of less than Convention Size*" may be applied, except where compliance with the CCSS Code or the SCV Code is applicable.

Vessels complying with IACS Recommendation No.99 shall be issued with a Statement of Compliance and shall be subject to an annual verification survey by the Recognised Organisation that classes the ship.

24.8 Passenger ships

24.8.1 Recommended measures to enhance safety

The BMA recommends that Companies operating passenger ships voluntarily apply the measures in MSC.1/Circ.1446/Rev.2 *Recommended Interim Measures for Passenger Ship Companies to Enhance the Safety of Passenger Ships.*

24.8.2 Sale of "over the counter" medicines to passengers

The Bahamas Pharmacy Council has advised the BMA that the sale of "over the counter" type medicines[3] to passengers on board Bahamian ships is permitted, subject to the following conditions:

(i) Medicines must be listed in the United Kingdom Medicines and Healthcare Products Regulatory Agency (MHRA) "*Consolidated list of substances which are present in authorised medicines for general sale*" (List B), which may be downloaded from:

http://webarchive.nationalarchives.gov.uk/20141206090853/http://www.mhra.gov.uk/home/groups/pl-a/documents/websiteresources/con009485.pdf

(ii) Pain relief medication should have a maximum pack size of 16 tablets or capsules and have a maximum strength of 200mg for ibuprofen, 325mg for aspirin (acetylsalicylic acid) and 500mg for paracetamol (acetaminophen).

(iii) Sales of pain relief medication should be limited to two (2) packs in any one transaction;

(iv) The sale of products containing any amount of Codeine is not permitted.

The above restrictions do not apply to any medicines provided by the Master, ship's doctor (where carried) or medical officer.

[3] "Over the counter" medicines are those which can be sold without a doctor's prescription and which may be purchased in many countries in supermarkets, convenience stores, etc.

24.8.3Carriage of medical oxygen in passenger cabins

The BMA recommends that where passengers bring their own medical oxygen cylinders on board, only one cylinder at a time is kept in the passenger's cabin. Any further cylinders are to be stored in a designated safe area, in compliance with SOLAS VII and the IMDG Code.

The BMA also recommends that the location of any cabins containing medical oxygen cylinders is made known to the bridge/emergency teams. Appropriate procedures should be incorporated into the Company's Safety Management System.

24.8.4Carriage of fireworks

The BMA has no objection to the carriage of fireworks on board passenger ships for use in firework displays, provided that the fireworks are carried in accordance with the IMDG Code and the net explosive weight of the fireworks is kept to the minimum necessary.

Firework casings should be made of biodegradable materials. Fireworks for use in MARPOL V special areas should have casings made from plant based materials which can readily decompose on contact with the sea.

24.8.5Marriage On board

The Bahamas permits marriages to take place on Bahamian ships, subject to certain restrictions. Full details of the process and procedures relating to this service can be obtained from the Registrar General whose details are as follows:

The Registrar General
Registrar Generals Department,
Office of the Attorney General & Ministry of Legal Affairs,
Shirley House,
#50 Shirley Street,
P. O. Box N-532,
Nassau, N.P.,
The Bahamas.

Email: registrargeneral@bahamas.gov.bs
Phone: (242) - 397-9143/58 or 397-8959 or 397-9107 or 397-8953 397-9178
Fax: (242) - 322-5553

24.8.6Tenders

Tenders which are not certified as lifeboats shall be assessed by the Recognised Organisation under MSC.1/Circ.1417/Corr.1 *Guidelines for Passenger Ship Tenders* and Chapter IV of the LSA Code, unless otherwise agreed by the BMA.

Persons operating tenders should have received relevant training which covers, as a minimum, the standards specified in MSC.1/Circ.1417/Corr.1.

24.8.7 Seating Areas in Proximity to Windows/Portholes

Companies shall undertake a risk assessment and introduce appropriate safeguards in relation to seating and communal areas in way of windows and side scuttles, with respect to the possibility of heavy weather damage and potential harm to persons occupying these areas should the window or side scuttle fail.

Based on the risk assessment, the Company shall provide guidance to its Masters, Officers and crew, through the SMS, covering the requirements for these areas in extreme weather which may include, but not be limited to:

- The total closure of an area to passengers whilst the bad weather is encountered; or
- The partial closure of an area by providing a barrier such as a roped off area; or
- Any other temporary measure the Master may deem necessary for the safety of the passengers and crew.

Recognised Organisations shall verify the risk assessment and measures implemented at periodic ISM audits on board.

24.8.8 Search & Rescue (SAR) Cooperation Plans

Recognised Organisations are to verify that procedures for updating of SAR cooperation plans are in place and effectively implemented at ISM DOC and SMC audits.

24.8.9New build, conversions and modifications – Concept Review

Prior to the commencement of construction work for any passenger ship new build, major conversion or major modification project, the ship owner, ship builder and Recognised Organisation are to present a concept review to the BMA. The review shall address the following:

- Overview of the concept and any novel features of the design;
- Scope and extent of any exemptions or equivalencies to IMO or ILO conventions envisaged;
- Details of any aspects of the design's compliance with IMO or ILO conventions that will require an interpretation, clarification or policy decision by the BMA;
- Scope and extent of any Alternate Design and Arrangements envisaged for the project;
- Design and construction Schedule including key mile stones and expected submission dates.

Where Alternate Design and Arrangements are envisaged, the ship owner, ship builder and Recognised Organisation are to present the concept review in person to the BMA.

24.9 Research/survey vessels

24.9.1Entry clearance for certain coastal States

Notwithstanding Article 17 of the UN Convention on the Law of the Sea (UNCLOS) related to innocent passage, some coastal States require all survey vessels to have prior clearance before entering their territorial waters. It is the Company's responsibility to establish what clearance, if any, is required.

The BMA will assist in facilitating the process of obtaining clearance if requested by owners. It should be noted that the diplomatic process of obtaining clearance can take several weeks and early application is strongly recommended to reduce the possibility of delays to the ship.

As per Article 19(j) of UNCLOS, the carrying out of research or survey activities is considered prejudicial to the peace, good order or security of a coastal State and is not considered innocent passage. The Company is responsible for obtaining the necessary clearances and/or permits from the affected coastal State(s) prior to undertaking survey work.

24.10 Refrigerated cargo ships

24.10.1 Illegal, Unreported & Unregulated Fishing and Transhipment Operations

Please refer to BMA Information Bulletin No. 155

24.10.2 EU Sanitary Inspections

The BMA can arrange for inspections of refrigerated cargo ships as required under European Regulations (EC) 852/2004, 853/2004 and 854/2004 and arrange for registration of the ship to the EU database, upon request. Further information may be obtained by contacting the Inspections & Surveys department (tech@bahamasmaritime.com).

24.11 Manned Submersible Craft

24.11.1 General Requirements

Manned submersible craft shall be registered with the BMA and surveyed by a Bahamas Recognised Organisation.

Please refer to BMA Information Bulletin No. 159.

25 Approvals

25.1 General

The BMA may approve equipment manufactured in The Bahamas. In such cases approval will normally be carried out in conjunction with a Bahamas Recognised Organisation.

The BMA has issued advice on the approval acceptability of equipment for use on board Bahamian ships.

Please refer to BMA Information Bulletin No.71.

25.2 Approval of service suppliers

25.2.1General

The following requirements are not applicable to service suppliers undertaking work on the on-load release gear and launching appliances of lifeboats, rescue boats and davit launched liferafts. The approval and certification requirements of BMA Information Bulletin No.87 are to be followed for such service suppliers.

For service suppliers conducting other types of work relating to statutory certification the following approvals appropriate to the work being conducted on board would be considered acceptable by the BMA:

1) An approval issued by the Bahamas Recognised Organisation issuing statutory certification to the ship on which the work is being conducted;
2) Any approval issued by a Bahamas Recognised Organisation in accordance with IACS UR Z17;
3) The service supplier approval by another SOLAS Contracting government (normally, the government of the country where the servicing station is located), provided that the Recognised Organisation:

   - reviews the approval certification to confirm that it addresses all of the international requirements; and
   - confirms that the service station has a valid authorisation from the manufacturer, if necessary; and
   - recognises that the BMA reserves the right to determine at any stage whether the applicable servicing supplier requires to undergo the full approval process by a Bahamas Recognised Organisation.

In all cases the Recognised Organisation responsible for issuing statutory certification on behalf of The Bahamas to the ship upon which the service supplier's work is being undertaken are to be satisfied as to the extent, completeness and effectiveness of the work conducted by the service supplier.

25.2.2Service stations for inflatable LSA

The agreed position by IACS members as contained in UR Z17 is endorsed by the BMA, with additional provisions below:

Recognised Organisations may:

i. approve the servicing station in accordance with IACS UR Z17 which include requirements for the servicing station's quality assurance system in addition to the requirements in IMO Assembly Resolution A.761(18) as amended, and list the approved companies in a public list; or

ii. accept the servicing station approved and listed by the flag Administration itself or another Recognised Organisation acting on behalf of the flag Administration; or

iii. accept the servicing stations approved and listed by another SOLAS Contracting government (normally, the government of the country where the servicing station is located), provided that the Recognised Organisation:

- reviews the approval certification to confirm that it addresses all of the international requirements; and
- confirms that the service station has a valid authorisation from the manufacturer; and
- recognises that the BMA reserves the right to determine at any stage whether the applicable servicing station requires to undergo the full approval process by a Bahamas Recognised Organisation.

25.3 Approval of Training Providers

The BMA has granted approval ("the approval") to some Companies and training providers to undertake training and issue appropriate certificates under the authority of BMA as per STCW Conventions and SOLAS/HSC Codes.

Details of the Companies, Training Providers and the approvals granted are available on the BMA website (www.bahamasmaritime.com).

Please also refer to BMA Information Bulletin No. 86.

26 Revision Record

Date	Revision Number	Affected Sections
07 February 2008	01	As per revision record on BNR Rev.01
15 June 2012	02	Complete revision
31 July 2014	03	Complete revision
19 December 2014	04	As per revision record on BNR Rev.04
13 March 2015	05	As per revision record on BNR Rev.05
19 June 2015	06	As per revision record on BNR Rev.06
29 January 2016	07	• 1.6.2 Germany agents removed (Agent retired) • 4.10.2 changed reference from "Initial" to "Interim" • 4.14 Correct reference to MSC.277(85) • 5.1.9 amended • 7 Added "management" • 7.1 Added "management" • 7.3 Corrected reference to A1088(28) and updated to reflect latest requirements, as TA16-05 Rev.1 • Added 24.8.9 New build, conversion and modifications – Concept Review
20 December 2016	08	Addition of items 9.12, 9.13 & 9.14 to "Applicable Instruments" in 3.3; Addition of 4.12.3, 4.12.4, 4.15 & 4.16; Deletion of 5.1.1 & 5.1.2 (no longer applicable) and renumbering of subsequent sections; Amendment to 7.3 to reflect current policy on de-harmonisation of IOPP renewal surveys and addition of 7.6; Addition of 20.2.3; Amendment to 24.7 to reflect requirement for annual verification survey; Correction of typos in EC regulations in 24.10.2 and addition of 24.11. (new text in blue)
11 October 2017	09	Amendment to 4.7 and 9.7 in 3.3 "Applicable Instruments" to reflect accession to BWM Convention and MARPOL Annex IV; New para. 3.4.13; Revised paras. 4.2.4, 4.2.7, 4.3.4(ii); New para 4.5.4; Revised paras 4.16, 5.4, 5.5.3, 7 & 24.3; New para 24.4.2; New weblink to MHRA List B in 24.8.2 Editorial changes. All new text shown in blue