



**The Bahamas
Maritime Authority**

The Bahamas National Requirements

A reference source for Bahamas Recognised Organisations,
Bahamas Approved Nautical Inspectors, Ship-owners,
Companies, Masters and Crew.

The information contained within is intended to supplement The
Bahamas Merchant Shipping Act, The Officers Guide to
Bahamas Merchant Shipping Legislations and “BMA
Information Bulletins”.

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The Commonwealth of The Bahamas

Name of Administration

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2 Ratification of Conventions

The Bahamas has ratified the following Conventions which require survey, certification and verification by Bahamas Recognised Organisations. They are applied “as amended”, unless otherwise stated.

Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974/88 (HSSC))

International Convention for the Safety of Life at Sea, 1974/78 (SOLAS 1974/78)

Protocol of 1988 relating to the International Convention on Load Lines, 1966 (Load Line 1966/88 (HSSC))

International Convention on Load Lines, 1966 (Load Line 1966)

International Convention on Tonnage Measurement of Ships, 1969 (ITC 1969)

International Convention for the Prevention of Pollution from Ships, 1973/78, as amended by resolution MEPC.39(29); Annex I – Regulations For the Prevention of Pollution by Oil (MARPOL 73/78 Annex I)

International Convention for the Prevention of Pollution from Ships, 1973/78; Annex I – Regulations for the Prevention of Pollution by Oil (MARPOL 73/78 Annex I(HSSC))

International Convention for the Prevention of Pollution from Ships, 1973/78, as amended by resolution MEPC.39(29); Annex II – Regulations For the Control of Pollution by Noxious Liquid Substances in Bulk (MARPOL 73/78 Annex II)

International Convention for the Prevention of Pollution from Ships, 1973/78; Annex II - Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk (MARPOL 73/78 Annex II)

International Convention for the Prevention of Pollution from Ships, 1973/78; Annex III - Regulations for the Prevention of Pollution by Harmful Substances in Packaged Form (MARPOL 73/78 Annex III)

International Convention for the Prevention of Pollution from Ships, 1973/78; Annex V - Regulations for the Prevention of Pollution by Garbage from Ships (MARPOL 73/78 Annex V)

International Convention for the Prevention of Pollution from Ships, 1973/78; Annex VI - Regulations for the Prevention of Air Pollution from Ships (MARPOL 73/78 Annex VI)

Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG 72)

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International Convention on Standards of Training, Certification and Watchkeeping of Seafarers, 1978 (STCW 78)

International Convention for Safe Containers, 1972 (CSC 1972)

Merchant Shipping (Minimum Standards) Convention (ILO C147)

International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention)

International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunker Convention)

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

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3 Applicable Instruments and Degree of Authorisation

The Bahamas Recognised Organisations listed below are authorised to carry out statutory certification services on behalf of The Bahamas Maritime Authority on vessels and mobile offshore units registered with The Bahamas.

Bahamas Recognised Organisations are as follows:

American Bureau of Shipping (ABS)

Bureau Veritas (BV)

China Classification Society (CCS)

Det Norske Veritas (DNV)

Germanischer Lloyd (GL)

Korean Register (KR)

Lloyds Register (LR)

Nippon Kaiji Kyokai (NK)

Registro Italiano Navale (RINA)

Russian Maritime Register of Shipping (RS)

APPLICABLE INSTRUMENTS		AUTHORISATION* (see below for key)			
		IS	RS	A/I	EX
1.	SOLAS Convention 1974 and Protocol 1978, as amended				
1.1	Passenger Ship Safety Certificate	F	F	-	A
1.2	Cargo Ship Safety Certificate	F	F	F	A
1.3	Cargo Ship Safety Construction Certificate	F	F	F	A
1.4	Cargo Ship Safety Equipment Certificate	F	F	F	A
1.5	Cargo Ship Safety Radio Certificate	F	F	F	A
1.6	Document of Authorisation for the Carriage of Grain	F			A
1.7	Document of Compliance with the special Requirements for the Carriage of Dangerous Goods	F	F	F	A
1.8	Document of Compliance and Safety Management Certificate according to the ISM Code	F	F	F	A
1.9	International Ship Security Certificate according to the ISPS Code	F	F	F	-
1.10	Safety Certificate for High Speed Craft according to the HSC Code	F	F	-	A
1.11	Approval of Cargo Securing Manual	F	F	-	-
1.12	Equipment approval on behalf of the Administration where required by an International Convention	F			-
1.13	Approval of format of Passenger Ship Muster Lists	F			-
2.	Load Lines Convention 1966, as amended				
2.1	International Load Line Certificate	F	F	F	A
3.	Tonnage Convention 1969				
3.1	International Tonnage Certificate	F			-

4.	MARPOL 1973 and Protocol 1978				
4.1	International Oil Pollution Prevention Certificate	F	F	F	A
4.2	International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk	F	F	F	A
4.3	Certificate for the Carriage of Dangerous Chemicals in Bulk, BCH Code, for ships built before 1 July 1986	F	F	F	A
4.4	International Certificate 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
4.5	Approval of Shipboard Oil Pollution Emergency Plan	F			-
4.6	International Sewage Pollution Prevention Statement of Compliance (<i>Annex IV not ratified</i>)	F	F	F	A
4.7	International Air Pollution Prevention Certificate	F	F	F	A
4.8	Engine International Air Pollution Prevention Certificate	F	F	F	A
5.	COLREG Convention 1972				
5.1	Plan approval	F			A
6.	International Convention for Safe Containers 1972				
6.1	Type approval of containers	F			-
7.	Other IMO Codes				
7.1	Certificate for the Carriage of Liquefied Gases in Bulk, according to the Code for Ships Carrying Liquefied Gases in Bulk (<i>for ships delivered on or before 31 October 1976</i>)	F	F	F	A
7.2	Certificate for the Carriage of Liquefied Gases in Bulk, according to the GC Code (<i>for ships built after 31 October 1976 but before 1 July 1986</i>)	F	F	F	A
7.3	International Certificate for the Carriage of Liquefied Gases in Bulk, according to the IGC Code (<i>for ships built on or after 1 July 1986</i>)	F	F	F	A
7.4	Document of Compliance with the Code of Safe Practice for Solid Bulk Cargoes	F	F	F	A
7.5	Document of Compliance with the Code of Safe Practice for Cargo Stowage and Securing	F			-
7.6	Document of Compliance with the Code of Safe Practice for Carrying Timber Deck Cargoes	F			-
7.7	Special Purpose Ship Safety Certificate according to Resolution A.534(13)	F	F	F	A
7.8	Safety Certificate for Mobile Offshore Drilling Units according to Resolution A.414(XI) or Resolution A649(16)	F	F	F	A
7.9	Code of Safety for Diving Systems according to Resolution A.831(19) as amended.	F	F	F	A
8.	ILO Conventions				
8.1	Statement of Compliance with C92 (Accommodation)	F			A
8.2	Statement of Compliance with C133* (Accommodation) * <i>equivalence to Bahamas Merchant Shipping Regulations</i>	F			A
8.3	Statement of Compliance with C152* (Lifting Gear) * <i>equivalence to Bahamas Merchant Shipping Regulations</i>	F			A

9.	Other Codes & Conventions				
9.1	Compliance with Code of Safety for Caribbean Cargo Ships (CCSS Code)	F	F	F	A
9.2	Compliance with Code of Safety for Small Commercial Vessels trading in the Caribbean	F	F	F	A
9.3	Compliance with the (UK) Code of Practice for Safety for Large Commercial Sailing and Motor Vessels	F	F	F	A
9.4	Compliance with The (UK) Safety of Small Commercial Motor Vessels-A Code of Practice	F	F	F	A
9.5	Compliance with The (UK) Safety of Small Commercial Sailing Vessels- A Code of Practice	F	F	F	A
9.6	Compliance with the (UK) Small Commercial Vessel and Pilot Boat Code	F	F	F	A
9.7	Statement of Compliance with Ballast Water Management Convention	F	F	F	A
9.8	Statement of Compliance with Antifouling Systems Convention	F	F	F	A
<p>* Authorisation:</p> <p>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.</p> <p>A: Issuance of certificate to be previously approved by the BMA.</p> <p>IS: Initial survey RS: Renewal survey A/I: Annual or intermediate survey EX: Exemption from a requirement of the convention</p>					

3.1 Specific Instructions to Recognised Organisations

3.1.1 Use of Exclusive Surveyors and Auditors

All statutory inspections, surveys and audits required by the international Conventions and issue of relevant certificates (including follow-up surveys relating to rectification of statutory deficiencies) shall be carried out by Exclusive Surveyors. Any Bahamas Recognised Organisation is permitted to use Exclusive Surveyors of other IACS Member Societies with which it has a bilateral agreement, provided that the other society is also a Bahamas Recognised Organisation.

All Surveyors and Auditors shall be appropriately qualified, trained and authorised to execute all assigned duties and activities in accordance with IACS Procedural Requirements.

3.1.2 Use of Service Suppliers

Recognised Organisations may utilise their approved suppliers of support services to assist in statutory surveys and certification, in accordance with IACS PR21. The services and functions performed by these service suppliers must be covered by a certificated Quality Management System acceptable to the Recognised Organisation.

3.1.3 Survey of Ships Joining the Register

Where there are no international requirements and/or guidelines, IACS Procedural Requirement 28 (Procedure for Change of Flag) is to be followed.

3.1.4 Reporting to the Administration

The notification requirements are as follows:

1. Ship not fit to proceed to sea

With reference to the services performed, Recognised Organisations shall immediately notify the BMA of cases where a ship does not remain fit to proceed to sea without danger to the ship or persons on board, or presenting unreasonable threat of harm to the marine environment, or a threat to the security of destination ports or coastal states.

For the purposes of these Requirements these include:

- Serious deficiencies identified during any survey or visit to a ship. The guidance on detainable deficiencies given in Section 3 of Appendix 1 of IMO Resolution A.787(19), as amended, is to be used as an illustrative list of deficiencies which are considered as serious.
- Failure to complete any Class or Statutory survey within due date.
- Details of any proposed condition of class, statutory memorandum or equivalent remark, issued in conjunction with serious deficiencies which prevent the completion of survey.

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2. 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 vessel, Recognised Organisations are to remove from the vessel all statutory certification which they have issued on behalf of The Commonwealth of The Bahamas concurrent with the removal of Class certificates.

3. 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:

- Building details, e.g. vessel 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 which do not affect the points above need not be reported.

4. Forms / Records / Reports

Hard copies of short or full-term International Convention certificates and associated reports issued on behalf of the Commonwealth of the Bahamas need not be forwarded to BMA offices unless specifically requested, with exceptions of the following documents, which should be forwarded by electronic means and not in hard copy:

- 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 and DOC)
- Copies of DOC and SMC audit reports resulting in a major non-conformity, regardless of any subsequent downgrading or deletion. Major non-conformities arising from an audit are to be reported within three working days, regardless of any subsequent downgrading or deletion.
- Initial Load Line and Tonnage certificates and subsequent certificates issued reflecting the changes identified in 3 above.

3.1.5 Ships not Compliant with Statutory Requirements

In general BMA agreement is to be obtained when the ship is found not compliant in respect of major items (*guidance given in Section 3 of Appendix 1 of IMO Resolution A.787(19) as amended*). For minor items the RO is authorised to issue relevant restricted certificate and advise the BMA of this action within 3 working days.

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In instances where, temporarily, the requirements of an applicable instrument cannot be met under particular circumstances, the surveyor will 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 effected or replacement equipment fitted.

Any exemption or equivalent arrangement which 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 cannot be deemed to apply to other ships and cannot be repeated 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 Convention or Code requirements and in accordance with the procedural systems operated by individual Recognised Organisations.

Temporary arrangements, extension of a certificate *and* cases where a survey/audit cannot be completed.

An application must be submitted in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

Ships applying for a permanent Exemption or acceptance of an Equivalent Arrangement with respect to a statutory requirement

Applications shall be submitted in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

3.1.6 Interpretation of Statutory Requirements

The BMA has issued guidance on the application of mandatory and non-mandatory technical standards. Further information is available in BMA Information Bulletin No.101.

3.1.7 Approval and Endorsement of Statutory Documents

For all statutory documents which are required to be carried onboard vessels 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.

3.1.8 Certification for Conventions not in Force or not Ratified by The Bahamas

Where a ship is surveyed and found to be in compliance of a Convention that is either not in force or has not been ratified by The Bahamas, a Statement of Compliance may be issued on behalf of the Commonwealth 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.

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SPECIFIC CONVENTIONS AND CODES

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4 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 required procedures as outlined in BMA Information Bulletin No. 8.

In the cases of initial delivery voyage where a number of passenger ship requirements remain outstanding, the BMA may give consideration to issuing cargo ship certificates to the vessel. Any such application shall be submitted to the Recognised Organisation, who shall verify the following, prior to submission to the BMA:

- The Manager 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 onboard, excluding the marine crew (e.g. deck/engine officers and ratings) and persons normally employed onboard (i.e. hotel/entertainment staff, etc, who have received STCW basic familiarisation training).

4.1.2 Dry Docking of Passenger Ships

BMA passenger ship basic requirement is for bottom inspection in drydock twice in any five year period, as determined by the Load Line certificate.

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

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 W/T doors open during navigation will be considered by the BMA. These applications from Ship-owner/Manager shall be submitted with full supporting information.

Refer to BMA Information Bulletin No. 96.

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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 authorize certain doors to be opened for operation of the vessel while not under way or passenger embarkation without reference to the BMA. Letters of authorization may be issued on behalf of The Commonwealth of The Bahamas in order to satisfy particular port authority requirements.

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 utilization 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 can only be achieved by using conventional handles as described in SOLAS Chapter II-1.

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

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

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

4.3.1 CO2 Fixed Fire Fighting Systems

Servicing of CO2 cylinders for fixed fire extinguishing installation Low Pressure Bulk CO2 systems, halon fire extinguishing systems, alternative fixed gas fighting media and portable fire extinguishers

Refer to BMA Information Bulletin No. 97.

4.3.2 Protection of High Pressure Fuel Pipes

The BMA has issued clarification for the requirements of SOLAS Chapter II-2. Refer to BMA Information Bulletin No. 92.

4.3.3 Emergency Escape Breathing Devices (EEBD)

The BMA has issued clarification for requirements of EEBDs. Refer to BMA Information Bulletin No.29

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4.4 Chapter III: Life-saving Appliances and Arrangements

4.4.1 Servicing of inflatable LSA

Servicing of inflatable liferafts, inflatable lifejackets, marine evacuation systems, inflated rescue boats and hydrostatic release units may be extended by the Recognised Organisation in accordance with BMA Information Bulletin No. 98.

4.4.2 LSA fall wires

Further information regarding maintenance and renewal of wire for 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 which are required under SOLAS Chapter III though the justification is to be entered into the Official Log Book and the required drill has been carried out at the earliest practical opportunity thereafter.

Refer to BMA Information Bulletin No. 72.

4.4.4 Safety of lifeboat onload release gear

Refer to BMA Information Bulletin no. 87.

4.4.5 Equivalent arrangement of lifesaving appliances

The Bahamas has submitted the following arrangement to IMO (*IMO SLS Circ. 14/22*): Cargo vessels of 500 gross tons and over, but less than 1,600 gross tons, 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;

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- 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, which 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 *IMO SLS Circular 14/22* shall if applicable, comply with the requirement to be fitted with a rescue boat.

The provisions of *IMO SLS Circular 14/22* shall not apply to any ship with date of keel laid on or after 01 July 2007.

4.4.6 Testing of Lifeboats

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 term "all lifeboats" includes rescue boats. The sister ship rule cannot be applied to the testing of lifeboats, as each individual boat must be tested.

4.4.7 Immersion Suits on Cargo Ships

The SOLAS requirements implemented by *IMO Resolution MSC.152(78)* requires one immersion suit per person on board. It is to be noted that the number of immersion suits carried on board may limit the total number of persons for which life saving appliances are provided, (as stated in section 2.1 of Form P and Form E to the Passenger Ship Safety Certificate and Cargo Ship Safety Equipment Certificate, respectively). ROs should take into account that additional immersion suits are also required to be provided at watch and work stations, when completing section 2.1 of Form E.

Carriage of Immersion Suits located for use with any liferaft forward required by Regulation is recommended but not mandatory.

Refer to BMA Information Bulletin No.76.

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

All vessels which operate solely within 200 miles from shore may be exempt from the carriage of lifeboat rations and fishing tackle under the provisions of LSA Code 4.4.8.32.

Recognised Organisations may issue an exemption to that effect (if requested by vessel's Managers), stating such limitation, without reference to the BMA.

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.

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4.5 Chapter IV: Radiocommunications

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 required to be reprogrammed with the 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 effected within that time, the Owner shall be advised to replace the existing EPIRB with one which is correctly programmed.

The MMSI number issued to vessels registered after 1 January 1993, is located with the call sign at the top right hand corner of 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.

4.6 Chapter V: Safety of Navigation

4.6.1 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 STW*).

The BMA has issued guidance on manning and qualification of crew. Refer to BMA Information Bulletin nos. 2, 26, 30, 31, 35, 40, 41, 42, 46, 61, 103, 104, 105, 106, 107, 108

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 entries under SOLAS IX*).

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4.6.3 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 MSC Circular 650*) 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.

4.6.4 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 for special type ships with unique construction features only.

4.6.5 Steering gear testing and drills

For ships regularly engaged on voyages of short duration, SOLAS Chapter V requirements to carry out the checks and tests may be waived, as provided for in the regulations, provided that those checks and tests are carried out at least weekly..

4.6.6 Radar carriage

SOLAS Chapter V allows an option for two 9 GHz radars to be fitted. The Bahamas will not ordinarily allow the fitting of two similar radars for the reason that the 3 GHz and 9 GHz radars are able to supply more comprehensive data under a variety of conditions.

4.7 Chapter VI: Carriage of Cargoes

The BMA currently has no special instructions

4.8 Chapter VII: Carriage of Dangerous Goods

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)*.

4.9 Chapter VIII: Nuclear Ships

The BMA currently has no special instructions

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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. Refer to BMA Information Bulletin No. 23.

4.10.2 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.

4.10.3 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:

- 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

is to be considered as a non-conformity and as an 'operational failure'.

Refer to Instruction to BMA Information Bulletin No.72.

4.10.4 Safe manning levels

All vessels are to comply with the requirements of the Safe Manning Document at all times.

Failure to do so is considered a:

- Breach 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:

- All Officers and crew properly certified,
- 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 requirements. This can be achieved by examining entries in the ships' log books and record of hours of work, 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 crew. Refer to BMA Information Bulletin nos. 2, 26, 30, 31, 40, 61,103, 104, 105, 106, 107, 108

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4.10.5 Flag State File

A Flag State file shall be maintained on board in either hard copy or digitally. This file is to incorporate revised BMA Information Bulletins and notices, together with a revised copy of the Bahamas National Requirements. The carriage of this document is to be verified during SMC audit.

4.10.6 Bahamas Annual Safety Inspection

Recognised Organisations shall confirm that the Bahamas annual safety inspection is within due date. 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.

4.10.7 Audit reporting

Copies of DOC and SMC audit reports resulting in a major non-conformity shall be forwarded to the BMA, regardless of any subsequent downgrading or deletion. Major non-conformities arising from an audit are to be immediately reported, regardless of any subsequent downgrading or deletion.

4.11 Chapter X: Safety Measures for High-speed Craft

Recognised Organisations are authorized 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. are to be utilized 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.

4.12 Chapter XI-1: Measures to Enhance Maritime Safety

4.12.1 IMO Number

With regard to the marking of the IMO number on a vessel at the first scheduled dry-docking after 01 July 2004, this is interpreted as being the first Safety Construction intermediate or renewal survey, whether carried out in dry-dock or not. For passenger ships, the regulation shall be applied as if a passenger ship is drydocked twice in any five year period, regardless of age, unless otherwise stipulated in the regulation, or other additional IMO guidance.

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

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4.12.2 Continuous Synopsis Record

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

4.13 Chapter XI-2: Measures to Enhance Maritime Security

The BMA has issued guidance and instructions. Refer to BMA Information Bulletin No. 70 & 78.

4.14 Chapter XII: Additional Safety Measures for Bulk Carriers

The BMA currently has no special instructions.

5 International Convention For The Prevention Of Pollution From Ships (MARPOL)

5.1 Annex I: Prevention of Pollution by Oil

5.1.1 Phasing out of single hull tankers

Category 1 tankers are not allowed to trade beyond 05 April 2005. Such tankers may not undertake any commercial activity, including acting as a storage facility, unless they are suitably converted and in full compliance with Classification and Statutory requirements.

The BMA has issued guidance on the continued trading of Category 2 and Category 3 oil tankers. Refer to BMA Information Bulletin No.74.

Note: where a void space is created by a change of use of ship's side or bottom tanks in conjunction with the creation of a double side or double bottom configuration, such spaces must be coated and maintained to the same standard as that required for ballast tanks under the requirements of SOLAS Chapter II-1, (as adopted by *IMO Resolution MSC.47(66)*), regardless of vessel age.

5.1.2 Condition Assessment Scheme (CAS) Survey

The BMA requires Owners to provide a copy of the CAS Survey Plan, agreed with and endorsed by the Recognised Organisation. A plan, sufficient to identify the main structural elements of the ship, shall be included in the information provided to the BMA.

Refer to BMA Information Bulletin No.69.

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5.1.3 FPSO / FSU

The BMA has mandated the contents of *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)"*. The Resolution is applied in its entirety except as detailed in the BMA Information Bulletin No. 94.

5.1.4 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 reviewed and endorsed on behalf of The Commonwealth of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

5.1.5 Oil Record Book

The BMA has issued guidance on the information to be entered into the Oil Record Book (Part 1). Refer to BMA Information Bulletin No.84.

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.

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

Recognised Organisations are not required to carry out Annex III surveys on behalf of the Commonwealth of The Bahamas. There are currently no special instructions.

5.4 Annex IV: Prevention of Pollution by Sewage from Ships

The Bahamas is not a signatory to Annex IV at this time. However, Recognised Organisations are authorized to conduct Annex IV surveys on behalf of the Commonwealth of The Bahamas. A Statement of Compliance may be issued in lieu of a Convention certificate.

5.5 Annex V: Prevention of Pollution by Garbage from Ships

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

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5.6 Annex VI: Prevention of Air Pollution from Ships

Recognised Organisations are authorized to conduct Annex VI surveys on behalf of the Commonwealth of The Bahamas for the issue and maintenance of the International Air Pollution Prevention Certificate in accordance with MARPOL 73/78 Annex VI; and the Engine International Air Pollution Prevention Certificate in accordance with the NOx Technical Code.

With regard to the term “first scheduled dry-docking” after entry into force (19 May 2005), referred to in MARPOL Annex VI Regulation 6(2), this is interpreted as being the first Safety Construction intermediate or renewal survey, whether carried out in dry-dock or not. For passenger ships, the regulation shall be applied as if a passenger ship is drydocked twice in any five year period, regardless of age, unless otherwise stipulated in the regulation, or other additional IMO guidance.

Ships not able to comply with those requirements by the survey due date must be dealt with in accordance with the guidelines outlined in BMA Information Bulletin No. 8.

Refer to BMA Information Bulletin No.75.

6 Ballast Water Convention

It is anticipated that The Bahamas will ratify this convention and once ratified, the survey and certification process, including approval of ballast water management plan, will be limited to the Recognised Organisation that classes the ship.

Ships voluntarily complying before ratification or entry into force of the convention may, after survey, be issued with a Statement of Compliance, which shall be maintained by annual / intermediate endorsement.

Ballast water management plans shall be approved in accordance with the guidelines outlined in *IMO Resolution MEPC 27(53)* only by the Recognised Organisation which classes the ship.

7 Loadlines Convention 1966 And 1988 Protocol

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

7.1.1 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.

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When a vessel is issued multiple Load Line Certificates, the unused certificates must be placed in a sealed envelope.

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

- a. The ship must comply fully with all requirements appropriate for a ship of maximum deadweight for which minimum freeboards could be assigned.
- b. There must be no reduction in safety standards when sailing at a reduced deadweight.
- c. Only one set of Load Line marks shall be on display at any time, and the other sets shall be obliterated by paint.
- d. 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 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 by the ship's Master, provided that arrangements for verification at the next available port have been agreed with the Recognised Organisation.
- e. The Master is to make an official entry in the ship's Official Log Book on every occasion that the Load Line marks are changed.
- f. The Master is to ensure that all marks are verified and all their corresponding Load Line Certificates endorsed at each subsequent Load Line Inspection.

8 International Convention on Tonnage Measurement of Ships 1969 (Tonnage 1969 Convention)

Recognised Organisations are authorized to conduct Tonnage survey and certification.

The initial International Tonnage Certificates must be forwarded to the BMA office where the ship is registered (London, Nassau or New York) immediately upon issue. 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.

Effective 01 July 2008, all ships are to be measured under the International Convention on Tonnage Measurement, 1969, as amended.

9 Standards of Training Certification and Watchkeeping Convention 1978 as Amended (STCW)

The BMA has issued guidance on manning and qualification of crew. Refer to BMA Information Bulletin nos. 2, 26, 30, 31, 40, 61,103, 104, 105, 106, 107, 108

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10 Convention on the International Regulation for Preventing Collision At Sea 1974 as amended (COLREGS)

10.1.1 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.

10.1.2 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 shall be assessed in accordance with the procedures outlined in the Certification and Approval Section of this document. 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.

11 Code for Carriage of Liquefied Gases in Bulk (GC and IGC CODE)

The BMA currently has no special instructions.

12 Code of Safe Practice for Solid Bulk Cargoes (BC CODE)

The BMA currently has no special instructions.

13 Code of Safety for Diving Systems

Recognised Organisations are authorized to conduct surveys for the issue and maintenance of certification of diving systems installed on Bahamian vessels, when such installations are not included for survey under the Classification Society Rules.

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) entitled 'Code of Safety for Diving Systems, 1995' and A.692(17) entitled 'Guidelines and Specifications for Hyperbaric Evacuation Systems'.

Refer to BMA Information Bulletin No. 93

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14 ILO Conventions

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 92: Accommodation of crew

ILO Convention 147: Merchant Shipping (Minimum Standards), incorporating other ILO Conventions, including the above.

14.1.1 Crew Accommodation

The protocol to ILO Convention 147 (which includes ILO Convention 133) has not been ratified. 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 shall be surveyed for compliance with Bahamas Merchant Shipping (Crew Accommodation) Regulations utilising the standards set out in ILO Convention 133.

Recognised Organisations may, at the Owner's request, issue a Statement of Compliance with ILO 133. Annual inspection is not required but a re-survey shall be conducted in the event of a major modification that affects the accommodation.

In general, MODU/MOUs are required to comply with Bahamas' Merchant Shipping (Crew Accommodation) Regulations. The BMA will allow relaxations or exemptions from ILO 133 requirements. Some common examples are:

- a. Common messing facilities.
- b. Deviation from required cabin arrangements.
- c. Toilet and shower facilities.
- d. Placement of accommodations aft of the collision bulkhead (Article 10.2 of ILO C92). Generally, this requirement would not 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.

NOTE: Applications for exemptions/acceptance of equivalent arrangements shall be submitted to the Recognised Organisations in accordance with the procedures outlined in BMA Information Bulletin No. 8. Any exemptions issued on behalf of The Bahamas shall contain the caveat that conditions which are not in accordance with Bahamas Merchant Shipping (Crew Accommodation) Regulations must be acceptable to the affected joining crew member(s) and also their union body.

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14.1.2 Lifting Gear

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 must be carried out by a "competent person". The meaning of "competent person" is defined in BMA Information Bulletin No. 89 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 ship management company.

The manager of the ship is responsible for verifying the competence of the person or organization 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 on page 30.

14.1.3 Personnel Elevators

Bahamas regulations and ILO 152 do not apply to personnel elevators but shipboard elevators on Bahamian vessels are subject to the ASME Elevator Code A.17.1. The UK Maritime and Coastguard Agency (MCGA) Code of Safe Working Practice (Section 20.12), which refers to the BS 5655 series, 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" is defined in BMA Information Bulletin No. 89. The Manager of the ship 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.

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15 Offshore Units

15.1 Code for the Construction and equipment of Mobile Offshore Drilling Units (MODU CODE)

15.1.1 Drilling Units

Recognised Organisations are authorized to issue MODU Code Safety Certificates as required by the 1979 MODU Code and 1989 MODU Code, as amended.

All drilling units constructed on or after 1 January 1984 are to fully comply with the 1979 MODU Code. Units constructed on or after 01 May 1991 are required to fully comply with the 1989 MODU Code. The Bahamas also requires implementation of the 1991 Amendments to the 1979 MODU Code.

For existing drilling units (construction commenced before 1 January 1984) where it would be impractical to apply all the provisions of the 1979 MODU Code, the subject units may be issued a Bahamas National MODU Certificate by applying the requirements of the MODU Code as far as practicable.

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

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

15.1.2 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 IMO MODU Code (either the 1979 or 1989 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 Safety Certificate may be issued.

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

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15.2 Requirements applicable to all Mobile Offshore Units

15.2.1 Safe Manning

The BMA has issued guidance on manning and qualification of crew. Refer to BMA Information Bulletin no. 103, 104,105

15.2.2 Safety of Navigation

The MODU Code does not currently require compliance with SOLAS Chapter V requirements. Vessels subject to MODU Code survey which undertake self propelled voyages are required to be surveyed against SOLAS Chapter V requirements. On completion of satisfactory survey a Statement of Compliance is to be issued on behalf of the Commonwealth of The Bahamas. Any non-compliant items are to be agreed with the BMA.

15.2.3 Lifeboat 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).

15.2.4 Exemption 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.

15.2.5 GMDSS 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. Refer to BMA Information Bulletin no. 8

15.2.6 Crew Accommodation

See Crew Accommodation section 14.1.1 above.

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15.2.7 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 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 to 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.
- Bahamas 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.
- 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 the Bahamas Merchant Shipping (Hatches and Lifting Plant) Regulations must carry out annual inspection of lifting gear. This can include a suitably experienced Classification Society surveyor.
- A Cargo Gear Register issued by a Classification Society may be deemed to satisfy the record keeping requirements of ILO 152 / Bahamas 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.

15.2.8 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. Recognised Organisations may issue appropriate exemptions accordingly, without reference to the BMA.

15.2.9 MODU Code radio installation

With regard to requirements of 1989 MODU Code Chapter 11 for units which do not have a drilling capability, an additional radio station is not required to be installed. Recognised Organisations may issue appropriate exemptions accordingly, without reference to the BMA

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

15.3.1 General requirements

All new buildings or any major conversion of an existing unit must be surveyed against the applicable parts of the 1989 MODU Code, as amended.

It must be noted that only those areas modified during the conversion need to comply with the 1989 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 2000. 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. 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.

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.

15.3.2 Exemptions

Examples of SOLAS requirements to be applied include Chapter II-2 requirements for Protection of cargo pump-rooms and Venting, Purging, Gas Freeing and Ventilation).

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

1. 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.
2. 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

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3. 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.
4. 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.

16 Other Specific Vessel Types

16.1 Yachts

Recognised Organisations are authorized to conduct surveys and issue to all new and existing commercial and non-commercial classed yachts, dependent on the size and propulsion, Certificates of Compliance with the United Kingdom MCGA's:

- *“Code of Practice for the Safety of Large Commercial Sailing & Motor Vessels” (1997), as amended.*
- *“The Safety of Small Commercial Motor Vessels - A Code of Practice”.*
- *“The Safety of Small Commercial Sailing Vessels - A Code of Practice”*
- *The Small Commercial Vessels & Pilot Boat Code of Practice.*

The UK *Small Commercial Vessels & Pilot Boat Code of Practice (MGN 280)* has been developed to supersede the *“The Safety of Small Commercial Motor Vessels - A Code of Practice”* and *“The Safety of Small Commercial Sailing Vessels - A Code of Practice”*.

From 01 January 2007, vessels applying for a renewal survey under the requirements of those two Codes shall be subject to survey against the UK *Small Commercial Vessels & Pilot Boat Code of Practice (MGN 280)*. Attention is drawn to the provisions of section 3.1.5, .6 and .7 of the Code regarding its application.

Recognised Organisations are also authorized to conduct surveys and issue applicable statutory certificates for all yachts, as appropriate.

Refer to BMA Information Bulletin No. 102.

16.2 Non-Convention Vessels

IACS Safety Guidelines for Cargo ships of less than convention size may be applied, except where compliance with the Code of Safety for Caribbean Cargo Ships (CCSS Code) or Code of Safety for Small Commercial Vessels operating in the Caribbean (SCV Code) is applicable.

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

For ships operating or intending to be operated exclusively in the Bahamian near coastal waters and/or within Bahamian territorial waters, The Bahamas applies the Code of Safety for Caribbean Cargo Ships (CCSS Code) or Code of Safety for Small Commercial Vessels operating in the Caribbean (SCV Code).

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

Refer to BMA Information Bulletin No. 99.

17. Anti Fouling Systems (AFS) CONVENTION

The AFS Convention enters into force on 17 September 2008. The dates in the AFS Convention cannot be retrospectively applied. Amendments to the Convention will be required upon entry into force. Article 4(2) of the Convention allows the status quo for coatings for a period not exceeding 60 months following application, unless the IMO MEPC decides that exceptional circumstances exist to warrant earlier implementation of the control.

Noting that non-TBT coatings have been available for a number of years, it is anticipated that most ships will already comply with the requirements of the Convention ahead of its entry into force. However, for ships which do not comply on 17 September 2008, taking into account IMO resolution A.948(23) "*Harmonised System of Survey and Certification*" and Article 4(2) of the Convention, coatings on Bahamian ships must be renewed at next statutory drydocking after 17 September 2008, but no later than 60 months after application of the existing coating system, as the Convention stands at this time.

Strict national and regional requirements might be implemented upon entry into force. It is also to be noted that an earlier date for compliance could be agreed by the Committee, when amending the Convention. All Bahamian ships should therefore make every reasonable effort to comply by the date of entry into force of the Convention in order to comply with requirements in a timely manner and to avoid unnecessary port State control actions.

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18. Approvals

18.1 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.

Refer to BMA Information Bulletin No.71.

18.2 Approval of service 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:

- a. 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 resolution A.761(18) as amended, and list the approved companies in a public list; or
- b. accept the servicing station approved and listed by the flag Administration itself or another RO acting on behalf of the flag Administration; or
- c. 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 the international requirements, and
 - confirms that the service station has a valid authorisation from 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.

end

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