The Bahamas Maritime Authority

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, Bahamas Maritime Authority (BMA) Agreement with Recognised Organisations and BMA Information Bulletins.

Revision 02 – Issued June 2012

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1 Administration Details and Contacts

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The Commonwealth of The Bahamas

1.2 Name of Administration

The Bahamas Maritime Authority

1.3 Emergency Response Contact

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1.4 Website

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2 Ratified Conventions

Conventions which have been ratified by The Bahamas which require survey, certification and verification by Bahamas Recognised Organisations are applied "as amended", unless otherwise stated.

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

3 Applicable Instruments and Degree of Authorisation

3.1 Recognised Organisations

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)

3.2 Applicable Instruments

		AUTHORISATION* (see below for key)			
		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
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			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 and Protocol of 1988, 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	Approval of Shipboard Marine Pollution Emergency Plan	F			-
4.7	International Sewage Pollution Prevention Statement of Compliance (*Annex IV not ratified*)	F	F	F	A
4.8	International Air Pollution Prevention Certificate	F	F	F	A
4.9	Engine International Air Pollution Prevention Certificate	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(*for ships delivered on or before 31 October 1976*)	F	F	F	A
7.2	Certificate 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
7.3	International Certificate 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
7.4	Document of Compliance with the International Maritime Solid Bulk Cargoes Code (IMSBC Code)	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) or MSC.266(84)	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) * *equivalence to Bahamas Merchant Shipping Regulations*	F			A
8.3	Statement of Compliance with C152* (Lifting Gear) * *equivalence to Bahamas Merchant Shipping Regulations*	F			A
8.4	Maritime Labour Convention, 2006: Maritime Labour Statement of Compliance	F	F	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	Type approval of Ballast Water Management Systems under the IMO G8 guidelines and approvals under G9	F	F	F	A
9.9	International Antifouling Systems Convention Certificate			X	A

* **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.

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

Note – While all Recognised Organisations are authorised to perform the survey, approval and certification activities set out in the table above, they do not all offer every service.

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

3.3 Specific Instructions to Recognised Organisations

3.3.1 Use of Exclusive Surveyors and Auditors

The Recognised Organisation should perform survey and certification functions of a statutory nature by the use of only exclusive surveyors and auditors, being 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. . 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.

While still remaining responsible for the certification on behalf of the flag State, the Recognised Organisation may subcontract radio surveys and other suppliers to non-exclusive surveyors in accordance with the relevant provisions of IMO Resolution A.789(19).

3.3.2 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 Unified Requirement Z17. The services and functions performed by these service suppliers must be covered by a certificated quality management system acceptable to the Recognised Organisation.

3.3.3 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.

3.3.4 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), 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, 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 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;
- Where any proposed condition of class, statutory memorandum or equivalent remark, issued in conjunction with serious deficiencies prevent 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 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.

(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. 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 are also to be reported.

(iv) *Forms / Records / Reports*

Copies of short or full-term international Convention certificates and associated reports issued on behalf of the Commonwealth 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);
- 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 at the earliest opportunity but within three working days, regardless of any subsequent downgrading or deletion;

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 are to be sent to the BMA:

- ISM Document of Compliance
- International Tonnage Certificate
- Certificate of Survey for new buildings

3.3.5 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 3.3.4(i) above.

For minor items, the Recognised Organisation is to approach the BMA Inspections & Surveys department in the London Office for authorisation to issue a restricted certificate. For urgent cases out of London office hours, the attending surveyor should contact the BMA Emergency Response Officer for authorisation.

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 carried out 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 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.

3.3.6 Interpretation of Statutory Requirements

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

In the absence of BMA issued direction, guidance contained in IMO Resolutions and Circulars must 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. must be considered.

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

3.3.7 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.

3.3.8 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[1] 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 of Compliance.

[1] 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 a number of passenger ship requirements remain outstanding, the BMA may give consideration to issuing cargo ship certificates to the vessel. The BMA may also give consideration to issuing cargo ship certificates to a passenger vessel which is not in service, for transit voyages to repair yards etc. Any such application shall be submitted to the Recognised Organisation, who shall verify the following, prior to submission to the BMA:

- 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 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

The BMA's basic requirement for passenger ships is for bottom inspection in drydock 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 drydock once in any five year period.

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 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.

[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*

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 operation of the vessel while not under way or passenger embarkation. Applications to issue a Letter of authorisation on behalf of The Commonwealth 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.

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.

4.2.5 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 concurs with the views of IACS, as outlined in paper SLF/51/3/4 to the IMO Sub-committee on Stability, Loadlines and Fishing vessel safety, that the use of butterfly valves provide 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 acceptable on Bahamian registered ships.

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.

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 (EEBDs)

The BMA has issued clarification for requirements of EEBDs.

Refer to BMA Information Bulletin No.29

4.4 Chapter III: Life-saving Appliances and Arrangements

4.4.1 Servicing of inflatable LSA

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 which 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.

Refer to BMA Information Bulletin No. 72.

4.4.4 Safety of lifeboat on-load release gear

Refer to BMA Information Bulletin no. 87.

4.4.5 Replacement of lifeboat on-load release gear

The BMA has for some time allowed the replacement of existing lifeboat on-load release gear with a modern, more stable arrangement. IMO has formalised these procedures in MSC.1/Circ.1392, which should be followed. Any deviations from the procedure outlined in MSC.1/Circ.1392 will be agreed on a case by case basis.

4.4.6 Equivalent arrangement of lifesaving appliances

The Bahamas has submitted the following arrangement to IMO (Refer to *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;

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 *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 a keel laying date on or after 01 July 2007.

4.4.7 Testing of Lifeboats

The sister ship rule may be applied to the 5 knot launch test required by LSA Code 5.1.4, 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.

4.4.8 Immersion Suits on Cargo Ships

Refer to BMA Information Bulletin No.76.

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

All vessels which operate solely 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.

4.4.10 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 etc. Knotted ropes are not acceptable for this purpose.

4.4.11 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 January 1, 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.

4.5 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 carried out 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, HK is Hong Kong.

4.5.3 Aeronautical VHF equipment onboard passenger ships

SOLAS IV/7.2 requires an aeronautical VHF to be carried onboard 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 should be made as per BMA Information Bulletin No.8 so that the BMA can establish how widespread this issue is.

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. 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137 & 138.

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 IX).*

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 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.

4.6.4 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 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.

4.6.5 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.

Any applications to fit two 9 GHz radars are to be made by the Company via the Recognised Organisation in accordance with the procedure in BMA Information Bulletin No.8.

4.6.7 Long Range Identification and Tracking (LRIT)

The BMA has issued guidance and instructions. Refer to BMA Information Bulletin No. 111 & 116.

4.6.8 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.

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).*

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.

4.9 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. 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 audit in connection with the first issuance of a Bahamas DOC. The BMA will assess the suitability of the applicant prior to agreeing with the Recognised Organisation for the initial DOC audit to be carried out.

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.

Refer to BMA Information Bulletin No. 72.

4.10.5 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 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:

- All Officers and crew are 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 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 crew. Refer to BMA Information Bulletin Nos. 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137 & 138.

4.10.6 Flag State File

A Flag State file shall be maintained on board in either hard copy or digitally. 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.

4.10.7 Bahamas Annual Safety Inspection

At SMC audits, 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.

4.10.8 IACS PR17

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.

4.11 Chapter X: Safety Measures for High-speed Craft

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.

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. Refer to BMA Information Bulletin No. 109.

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, 119 & 128.

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

"Single hull" tankers subject to MARPOL Annex 1, Regulation 20, are no longer accepted for registration except where they are to be converted to other vessel types (e.g. Bulk Carrier, FPSO, etc.) and are not permitted to trade as tankers after registration in The Bahamas.

Single hull tankers which are already registered in The Bahamas and have been allowed to continue trading are subject to additional requirements.

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.

Refer to BMA Information Bulletin No.74.

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.

5.1.3 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)"*. The resolution is applied in its entirety except as detailed in 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.

5.1.6 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.

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

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

The Bahamas is not a signatory to Annex IV at this time. However, Recognised Organisations are authorised 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 on satisfactory completion of survey.

The Bahamas position is outlined in IMO circular MEPC.1/Circ.633.

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.

5.6 Annex VI: Prevention of Air Pollution from Ships

The BMA has issued guidance on MARPOL Annex VI.

Refer to BMA Information Bulletin No.75.

6 Convention on the International Regulations for Preventing Collisions At Sea 1974, as amended (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 drydocking, where a second light is to be fitted.

All applications for exemption are to be submitted by the Recognised Organisation in accordance with the guidelines in 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 the procedures outlined in 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 (Ballast Water Convention)

It is intended that 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.127(53)* only by the Recognised Organisation which classes the ship.

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

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

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. However, for ships which did not comply on 17 September 2008, taking into account IMO resolution A.997(25) "Survey Guidelines under the *Harmonised System of Survey and Certification, 2007*", as amended by A.1020(26), and Article 4(2) of the Convention, coatings on Bahamian ships must be renewed at the first statutory drydocking after 17 September 2008, but no later than 60 months after application of the existing coating system.

9 International Convention on Load Lines 1966 and 1988 Protocol

9.1.1 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 Commonwealth of The Bahamas and to issue the relevant certificate. This includes authorisation to complete the stability review.

9.1.2 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.

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 a reduced 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 by the ship's Master, 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

Recognised Organisations are authorised 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, New York or Hong Kong), 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.

All ships are to be measured under the International Convention on Tonnage Measurement, 1969, as amended.

11 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. 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137 & 138.

12 ILO Conventions

12.1 Maritime Labour Convention 2006 (MLC)

Where a ship is inspected and found to be in compliance with the Maritime Labour Convention, a Statement of Compliance may be issued on behalf of the Commonwealth of The Bahamas.

When the Maritime Labour Convention enters into force, 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.

Upon entry into force, MLC requirements and the relevant Bahamas regulations are to be met.

Refer to BMA Information Bulletin No. 127.

12.2 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 92: Accommodation of crew
- ILO Convention 147: Merchant Shipping (Minimum Standards), incorporating other ILO Conventions, including the above.
- ILO Maritime Labour Convention, 2006

12.3 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 the 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.

12.4 Applications for Exemptions or Acceptance of Equivalent Arrangements

The BMA will allow relaxations or exemptions from ILO 133 requirements. Some common examples are:

- Common messing facilities.
- Deviation from required cabin arrangements.
- Toilet and shower facilities.

Applications for exemptions or acceptance of equivalent arrangements shall be submitted by the Recognised Organisation 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 the relevant seafarer's representative body or union.

12.5 Medical Scales

12.5.1 Carriage Requirements

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

As per MSN 1768 (M+F), the medical locker is to be inspected at least once every 12 months. This inspection should be recorded.

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.

12.5.2 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. Servicing of oxygen regulators should be undertaken by suitably trained and qualified persons with experience in the servicing of oxygen equipment.

Hydrostatic pressure testing of medical oxygen cylinders shall be undertaken at least once every 5 years or in accordance with the manufacturer's instructions if such testing is on a more frequent basis. Cylinders should be thoroughly cleaned before recharging.

12.6 Fresh & Potable Water

12.6.1 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 given in the United Kingdom MCA document MGN 397 (M+F) is to be taken into account.

12.6.2 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.

12.7 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 must be carried out by a "competent person". The meaning of "competent

person" for the purposes of these 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.

12.7.1 Personnel Elevators

Bahamas regulations and ILO 152 do not apply to personnel elevators but shipboard elevators on Bahamian vessels are subject to ISO8383:1985. 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" 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

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).

Applications for a High Speed Craft Permit to Operate are to be made to the BMA by the Company using Form R107.

14 Code of Safety for Dynamically Supported 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).

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)

The BMA currently has no special instructions.

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

The BMA currently has no alternate or additional requirements, or specific interpretations to the recommendations given 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

Recognised Organisations are authorised 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) *"Code of Safety for Diving Systems, 1995"* and A.692(17) *"Guidelines and Specifications for Hyperbaric Evacuation Systems"*.

Refer to BMA Information Bulletin No. 93.

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 the guidelines in BMA Information Bulletin No.8.

21.2 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 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 the guidelines in BMA Information Bulletin No.8.

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

22.1 General Requirements

The BMA does not require Special Purpose Ship (SPS) Code Certification at present but owners may request Class to issue a Statement of Compliance with the SPS Code if required.

22.2 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 onboard 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

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

23.3 Requirements applicable to all Mobile Offshore Units

23.3.1 Safe Manning

The BMA has issued guidance on manning and qualification of crew. Refer to BMA Information Bulletin Nos. 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130 and 135.

23.3.2 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 are required to 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 Commonwealth 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 according to the guidelines in BMA Information Bulletin No. 8.

23.3.3 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).

The sister ship rule may be applied to the 5 knot launch test required by LSA Code 5.1.4, 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.

23.3.4 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.

23.3.5 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.

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

23.3.6 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.

23.3.7 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.

23.3.8 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 to 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 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.

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 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 and/or the 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.

23.3.9 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 the guidelines outlined in BMA Information Bulletin No. 8.

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 must be surveyed against the applicable parts of the 2009 MODU Code, as amended.

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.

24.1.2 Exemptions

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.

24.2 Vessels fitted with Dynamic Positioning (DP) Systems

24.2.1 Flag State Verification and Acceptance Document for Dynamic Positioning Systems

The BMA does not require the issue of a Flag State Verification and Acceptance Document (FSVAD) for vessels fitted with dynamic positioning systems as mentioned in IMO MSC Circular MSC/Circ.645.

However, Owners may voluntarily request the issue of a FSVAD to satisfy coastal State requirements. Such requests should be made via the Recognised Organisation in accordance with the guidelines in BMA Information Bulletin No. 8.

24.3 Vessels fitted with Helicopter Landing Facilities

With the exception of MODUs, helicopter deck marking and lighting should generally conform to the International Civil Aviation Authority 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 Yachts

The BMA has issued guidance. Refer to BMA Information Bulletin Nos. 102 and 133.

24.5 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.

Refer to BMA Information Bulletin No. 99.

24.6 Non-Convention Vessels

IACS Recommendation No. 99 *"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.

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.

Refer to BMA Information Bulletin No.71.

25.2 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:

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.

26 Revision Record

Date	Revision Number	Affected Sections
07 February 2008	01	• Renumbering all pages and editorials • Addition of new Recognised Organisation (*Section 2*) • Inclusion of Information on AFS Convention (*Section 18*) • Passenger ship certification (4.1.1) • Revision of Manning and STW Bulletins (*Sections 4.10.4 9, 15.2.1*) • SPS Code Statement of Compliance for Offshore units (*Sections 15.1.1*) • Clarification on carriage of immersion suits (*Section 4.4.7*) • Inclusion of ratification of AFS Convention and Bunker Convention (*Section 3*)
15 June 2012	02	Complete revision