
Temporary exemptions, extensions and postponements

Notice to ship owners, managers, Masters, Approved Nautical Inspectors, Recognised Organisations and surveyors

This Notice supersedes BMA Information Bulletin No.8

1. Purpose

- 1.1. This Notice outlines the process for applying for temporary exemptions, extensions and/or postponements of international convention or code requirements or Bahamas Maritime Authority (BMA) requirements.
- 1.2. For permanent exemptions, please refer to Marine Notice 05.

2. Application

- 2.1. This Notice applies to all Bahamian ships registered under the Merchant Shipping Act, including offshore units and yachts.
- 2.2. The BMA does not generally issue temporary exemptions independently of its Recognised Organisations. In rare cases where the BMA does issue a temporary exemption, a copy will be provided to the Recognised Organisation that issued the affected certificate.
- 2.3. This Notice is effective from 01 December 2025 to allow Recognised Organisations time to update their internal instructions.

3. Introduction

- 3.1. A **temporary exemption**, for the purposes of this Notice, is an exemption from a statutory requirement that is issued for a limited time period where a ship is, temporarily, unable to comply with statutory provisions. In general, temporary exemptions are issued for a maximum period of three (3) months, but they may be extended and/or issued for a longer period in some circumstances (e.g., if repairs need to be carried out in a dry dock or spare parts are unavailable).

- 3.2. Surveys, audits and inspections required under the international conventions applicable to Bahamian ships and the issue of the related certificate(s), are usually carried out on behalf of The Bahamas Maritime Authority (BMA) by its Recognised Organisations (Classification Societies)¹.
- 3.3. Historically, Bahamas Recognised Organisations were not authorised to issue exemptions without the prior agreement of the BMA. Applications for exemptions were addressed to the BMA via the Recognised Organisation and the Recognised Organisation issued the related Exemption Certificate etc. when authorised by BMA.
- 3.4. The revised process set out in this Notice permits Bahamas Recognised Organisations to issue some exemptions without seeking BMA agreement on each occasion, subject to the conditions noted. The revised process is intended to reduce the administrative burden associated with the issue of common short-term exemptions and reduce the possibility of delays to the ship.
- 3.5. Notwithstanding the above revised process, the BMA may be contacted directly for general advice on any applications for exemptions, equivalents, extensions, postponements, etc., prior to making a formal application to the Recognised Organisation.
- 3.6. Any operational situation or equipment failure that affects the ship's compliance with statutory regulations shall be reported to the BMA and Recognised Organisation at the earliest opportunity. Failure to notify the BMA and Recognised Organisation of such circumstances may result in avoidable PSC detentions.

4. Procedure for Temporary Exemptions and Equivalents

- 4.1. The following process is applicable whenever the Company² needs to apply for:
 - i. A temporary exemption from an international convention requirement;
 - ii. Temporary acceptance of an equivalent arrangement to an international convention requirement;
 - iii. Where the ship does not correspond with the particulars of the affected certificate owing to failure of equipment, damage, etc.;
 - iv. Where deficiencies are identified that cannot be permanently repaired or rectified immediately.

¹ Please refer to [Marine Notice 02](#)

²

- 4.2. The request from the Company shall be addressed to the Recognised Organisation that issued the relevant certificate. Information supplied with the application should be inclusive of, but not limited to, the following:
- i. Reason and justification for application;
 - ii. Time period requested;
 - iii. Safety measures that have been or will be introduced;
 - iv. Supporting documentation, such as risk assessment, purchase orders for spare parts, etc.;
 - v. Details of the ship's schedule if a verification survey is required.
- 4.3. The Recognised Organisation is authorised to issue relevant short-term certificates and/or statutory findings/conditions for the items listed in Annex 1 to this Notice without case-by-case authorisation from the BMA as follows:
- i. Unless otherwise agreed by the BMA, where a temporary exemption is approved where a detainable deficiency exists, a short term or conditional certificate shall be issued by the Recognised Organisation, as per paragraph 5 of the International Association of Classification Societies (IACS) Recommendation No.98.
 - ii. For minor deficiencies/defects³, the Recognised Organisation may issue a condition of class/recommendation and/or a statutory finding/condition, with or without a restricted certificate, as per Para. 5.4 of IACS Recommendation No.98.
- 4.4. Short term certificates and statutory findings/conditions shall have a maximum validity of three (3) months, pending the repair or replacement of the malfunctioned equipment after satisfactory verification of the application. Recognised Organisations may issue short-term certificates/statutory findings/conditions for a shorter initial period and may extend the period if required, provided that the total period does not exceed three months.
- 4.5. The BMA shall be consulted before any extension of short-term certificates and/or statutory conditions beyond three months.
- 4.6. Recognised Organisations **shall not** issue short-term certificate and/or statutory conditions for any deficiency observed by port State control without prior authorisation from the BMA.
- 4.7. The Recognised Organisation shall inform the BMA when any Bahamas-registered ship has been issued with three or more short term certificates and/or statutory conditions

³ As per paragraph 2.4 of IACS Rec.98, a "minor deficiency/defect" is an observed situation which does not prevent the ship from proceeding to sea as it is not considered to pose a danger to the ship, the environment or persons on board within the timeframe given for its rectification.

for defective equipment within any three-month period. This information can be provided in the quarterly report referred to in paragraph 4.8.

- 4.8. The Recognised Organisation shall provide a quarterly report to the BMA showing all short-term certificates and statutory conditions issued over the preceding period⁴.
- 4.9. For items not covered in Annex 1, the Recognised Organisation shall assess the application and submit to the BMA for approval. In their submission to the BMA, the Recognised Organisation shall clearly indicate their support or reservation of any aspect of the application, and if relevant, any recommendations or conditions that may be considered. A table is provided in Annex 2 summarising the requirements.
- 4.10. All submissions shall be by email to tech@bahamasmaritime.com. If time constraints dictate, verbal submissions may be accepted on the proviso that the assessment is conducted and any agreement formally documented to the BMA at the earliest opportunity. The BMA will notify the Recognised Organisation of its decision or comments.
- 4.11. For urgent applications out of office hours, the attending surveyor/auditor may contact:

BMA Emergency Response Officer

+ 44 20 3869 8748

5. Procedure for Extensions, Postponements, etc.

- 5.1. The following process is applicable whenever the Company or the Recognised Organisation needs to apply for:
- i. An extension of statutory survey period or validity of certificate under an international convention; or
 - ii. A postponement of a survey, servicing period, or any other applicable international requirement.
- 5.2. The request shall be addressed to the Recognised Organisation that issued the relevant certificate. Information supplied with the application should be inclusive of, but not limited to, the following:

⁴ This is not required if the Recognised Organisation's database clearly highlights active temporary exemptions. "Quarterly" means calendar quarters (Jan to Mar, Apr to Jun, Jul to Sep, Oct to Dec).

- i. Reason and justification for application;
 - ii. Time period requested;
 - iii. Safety measures that have been or will be introduced;
 - iv. Supporting documentation;
 - v. Details of ship's schedule should a verification survey be required.
- 5.3. Recognised Organisations shall review applications prior to submitting an outcome of their assessment to the BMA. The assessment shall, amongst other things, take into consideration:
 - i. Provisions contained in any applicable international Convention, Code or IMO Circular;
 - ii. Any relevant Bahamas requirements;
 - iii. Reason and justification for application;
 - iv. Urgency of the application.
- 5.4. In their submission to the BMA, the Recognised Organisation shall clearly indicate their support or reservation of any aspect of the application, and if relevant, any recommendations or conditions that may be considered.
- 5.5. All submissions shall be by email to tech@bahamasmaritime.com. If time constraints dictate, verbal submissions may be accepted on the proviso that the assessment is conducted and any agreement formally documented to the BMA at the earliest opportunity. The BMA will notify the Recognised Organisation of its decision or comments.
- 5.6. For urgent applications out of office hours, the attending surveyor/auditor may contact:

BMA Emergency Response Officer**+ 44 20 3869 8748****6. Queries**

- 6.1. Any queries on this Notice may be submitted to tech@bahamasmaritime.com or any BMA office.

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GENERAL REQUIREMENTS

This Annex provides commonly requested temporary exemptions which may be addressed by the Recognised Organisation directly, as described in this Notice.

Items that do not require Prior BMA Authorisation

Recognised Organisations may carry out the following without prior authorisation from BMA

- Raising statutory findings/conditions and/or issuing short-term certificates where permitted under this Notice.
- Rectification of statutory findings/conditions and/or issuing full-term certificates (e.g. after repair or replacement of defective equipment).
- Amendment, update, or verification of statutory shipboard documents (e.g. completion of pending plan appraisal, updated SEEMP, SOPEP, etc.).
- In-water survey carried out by an RO-approved service supplier with livestream capability.
- Part-holding of periodical surveys, including:
 - Crediting documentary checklist items prior to physical attendance; and
 - Completing minor outstanding items following a prior surveyor attendance (for example, pending VDR/AIS testing or LSA/FFE servicing). For pending LSA/FFE servicing, the previous attending surveyor must confirm that all items were physically examined and agree to remote credit.
- Periodical Radio Survey – when the actual tests are conducted onboard by a Recognised Organisation approved service supplier.
- Verification of changes to multiple Load Line markings against existing multiple Load Line Certificates.

For malfunction of equipment listed in this document a relevant Short-Term Certificate and/or statutory finding/condition may be issued to permit vessel to continue her voyage, pending rectification of the deficiency. This is to be issued with a suitable validity to permit rectification of the deficiency, however, is not to exceed three months. For certificates valid for a period longer than three months explicit agreement is to be obtained from the BMA (this is to consider the criticality of the deficiency, the contingency measures implemented, the vessel operating area, lead time of required spare parts, availability of service technicians etc.)

This document is to be used as the minimum conditions implemented during the period of the deficiency and is not to be taken as an exhaustive list. Each situation is unique and is to be carefully reviewed and considered.

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1 - BALLAST WATER MANAGEMENT

1.1 Ballast Water Treatment System (BWTS) defective or malfunctioning

For malfunction of Ballast Water Treatment System, a Short-Term International Ballast Water Management Certificate and/or statutory finding/condition may be issued with validity up to three months.

The following conditions apply:

- Risk assessment to be carried out with risk control measures to be implemented onboard
- Ballast water management is to be in accordance with the contingency measures in the Ballast Water management Plan (BWMP), according to IMO BWM.2/Circ.62 Guidance on contingency measures under the BWM Convention, and meet the D1 discharge standard
- All shipboard personnel shall be made aware of the defective BWTS and the temporary arrangements in place
- Entries shall be made in the Ballast Water Record Book (BWRB) for the defective equipment
- The Master shall notify the relevant port authorities of the defective equipment prior to entering/departing any ports, and their instructions and requirements to be fully complied with

1.2 Challenging water quality (CWQ) preventing use of BWTS in a single port

The advice given in IMO Resolution MEPC.387(81) Interim guidance on the application of the BWM Convention to ships operating in challenging water quality should be followed when ships are operating in challenging water quality conditions.

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2 - COLLISION REGULATIONS

2.1. Defective forward or aft whistle

For a defective or malfunctioning ship's whistle, a statutory finding/condition may be issued with validity up to three months.

The following conditions apply:

- Risk assessment to be carried out with risk control measures to be implemented onboard.
Risk assessment to give careful consideration of potential impact on navigation:
 - in congested/restricted waters
 - when passing vessels at close distance
 - in periods of poor visibility
- The defective forward or aft horn/whistle is to be recorded in the ship's logbook
- All navigational crew to be made aware of the non-operational forward or aft horn/whistle
- Master/pilot exchange information is to be properly carried out considering the non-operational forward or aft horn/whistle
- The Master shall notify the relevant port authorities regarding the defective equipment prior to entering/departing any ports, and their instructions and requirements to be fully complied with

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3 - MARPOL

General conditions

When any MARPOL-related equipment (Annex I, IV, VI) is defective or out of service, the following general conditions apply:

- The Master must notify relevant authorities (including local, port, and ECA authorities as applicable) prior to entering or departing any ports. All instructions and requirements from authorities must be fully complied with.
- All defects, temporary arrangements, and operational changes must be recorded in the relevant ship's logbooks, record books, Oil Record Book (Part I/II), EGCS record book, or other required documentation.
- All relevant shipboard personnel must be made aware of the defect, temporary arrangements, and any operational restrictions. Signage must be posted as appropriate.
- A risk assessment must be carried out for each defect, with appropriate risk control measures implemented onboard.
- Defective equipment and discharge valves must be isolated, tagged out, locked, or sealed to prevent unauthorized use or discharge. Serial numbers of seals must be recorded.
- Interim or alternative procedures must be implemented as per the Onboard Monitoring Manual (OMM), manufacturer's recommendations, or Garbage Management Plan. This may include retaining waste onboard for shore disposal, using compliant fuel, or operating in a reduced compliance mode (e.g., Tier II instead of Tier III).
- Additional operational procedures and recommendations provided by equipment manufacturers must be followed to ensure continued compliance and safe operation.
- Sufficient holding tank capacity must be confirmed for bilge water, sludge, sewage, or grey water, with arrangements for retention and shore disposal as needed.
- For certain equipment malfunctions, a Short-Term International Pollution Prevention Certificate and/or statutory finding/condition may be issued, valid for up to three months.

Specific conditions

3.1 ANNEX I (OIL)

3.1.1 Oil Filtering Equipment/Oily Water Separator (OWS):

No discharge of bilge water through OWS until the defect is repaired.

3.1.2 OWS Oil Content Meter 15ppm Alarm:

All bilge well and bilge tanks alarms are tested for functionality and recorded.

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3.1.3 Oil Discharge Monitoring and Control System/Oil Discharge Monitoring Equipment (ODMCS/ODME):

Slops are to be retained onboard for discharge to shore reception facilities until the system is repaired.

3.2 ANNEX IV (SEWAGE)

3.2.1 Temporary Storage of Treated Sewage:

Consideration to be given to selecting tanks not sharing a common boundary with potable water tank.

Reference is to be made to [BWM.2/Circ.82 Guidance for the temporary storage of treated sewage and/or grey water in ballast water tanks.](#)

NOTE: For temporary storage of Grey Water, as this does not fall under MARPOL Annex IV, it may be recorded in vessel status as a Memoranda only.

3.3 ANNEX VI (AIR)

3.3.1 Exhaust Gas Cleaning System (EGCS) malfunction:

Reference is to be made to [MEPC.1/Circ.883/Rev.1.](#)

3.3.2 NOx Tier III After Treatment Device (SCR/EGR):

Engine to operate in Tier II mode if SCR/EGR cannot operate in Tier III mode.

3.3.3 Incinerator:

Isolation of incinerator and signage in place.

3.3.4 EEXI Engine/Shaft Power Limitation:

Interim procedures in place as per OMM to demonstrate engine/shaft power maintained in the limit as per approved EEXI.

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4 - SOLAS

General conditions

For malfunction of SOLAS shipboard equipment listed below a Short-Term Cargo Ship Safety Construction/ Cargo Ship Safety Equipment/ Cargo Ship Safety Radio / Passenger Ship Safety Certificate and/or statutory finding/condition may be issued with validity up to three months. The following general conditions apply:

- A risk assessment is carried out and risk controls are implemented on board.
- Defective equipment is clearly marked out of service and suitable warning/instruction notices are posted.
- All shipboard personnel are made aware of the temporary arrangements (and drills conducted where the item below says so).
- Entries are made in the relevant ship's logbooks/record books (incl. GMDSS record book where applicable).
- Pilots and other relevant authorities are notified of the defect before entering/departing ports and their instructions are fully complied with.
- Inspection/maintenance records are properly maintained on board (where applicable).

Specific conditions

4.1. SOLAS CHAPTER II-1 (CONSTRUCTION – STRUCTURE, SUBDIVISION & STABILITY, MACHINERY & ELECTRICAL INSTALLATIONS)

4.1.1. Gangways and Accommodation Ladders (Reg. 3-9)

- Opposite-side gangway/accommodation ladder fully operational and regularly maintained/inspected.
- Pilot ladders confirmed satisfactory.
- Damaged gangway/ladder not to be used.

4.1.2. Loading Instrument (Cargo Ship) (Reg. 5)

- Latest approved Stability Booklet/Information on board.
- Officers familiar with the method used for stability/strength calculations.
- Equipment identified and marked out of service (warning notices).

4.1.3. Watertight Doors (Regs. 13 (passenger), 13-1 (cargo))

- Doors can be closed and are kept closed at sea until repaired.
- Where only one escape independent of the door exists, the door can be locally opened/closed when it forms part of the escape route.

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4.1.4. Communication Between Bridge and ECR (Reg. 37)

- Alternative means of communication tested and ready (e.g. sound powered telephone, VHF/UHF radios etc.).
- Ship's telegraph in full working order.
- Adequate portable VHF/UHF radios provided at bridge, machinery control and engineer accommodation.
- If UMS affected: change to non-UMS and man engine room per Minimum Safe Manning Document.

4.1.5. Telegraph (Reg. 37)

- Two independent vocal communications (sound-powered + auto telephone) between ECR and bridge maintained and ready.

4.1.6. Emergency Generator (EDG) Automatic Starting & Taking On-Load (Reg. 41)

- All diesel generators/engines and ship electrical systems properly maintained.
- Engine room changed to non-UMS and manned per Minimum Safe Manning Document.
- EDG room manned on arrival/departure and in restricted waters.
- Master & Chief Engineer confirm:
 - Manual EDG starting and connection to emergency switchboard ready;
 - EDG and associated arrangements ready;
 - All diesel generators/engines and electrical systems ready.

4.1.7. EDG Secondary Means of Starting (Regs. 42 (passenger), 43 (cargo))

- Primary (automatic) starting arrangement and associated systems maintained and ready.
- All diesel generators/engines and electrical systems in satisfactory condition.

4.1.8. EDG out of service (Passenger vessels with ADG) (Reg. 43)

- Additional diesel generator (ADG) meets EDG requirements as far as practicable and can auto-start and supply required emergency systems.
- ADG safety alarms tested; fuel sufficient; fuel shut-off immediate in case of fire.
- Fire detection and fixed firefighting in ADG space fully operational.
- All diesel generators/engines and electrical systems maintained.

4.1.9. Passenger vessels – Safe Return to Port (SRTp) (Reg. 8-1)

- Consider voyage planning incl. forecast weather.
- Define revised operational limitations.
- Define proposed actions and repair timescale.
- Refer to Marine Notice 03.

Annex 1 - Pre-Authorised Temporary Exemptions

4.2. SOLAS CHAPTER II-2 (Fire Protection)

4.2.1. EEBDs (Reg. 13)

- Remaining EEBDs in good condition.
- Priority placement along machinery-space escape routes (remote from entrances) or at bottoms of escape ladders.
- Crew fully aware of locations where EEBDs are absent and that no spares are on board.
- Crew fully familiar with escape procedures.

4.2.2. Fixed Fire Detection & Alarm (Reg. 7)

- Engine room changed to manned/non-UMS; man per Minimum Safe Manning Document.
- Additional fire patrols in engine room/related spaces.

4.2.3. SCBA (Reg. 10)

- Other SCBA sets maintained in good condition.
- Damaged equipment clearly marked out of service.

4.2.4. Fixed Extinguishing for Deep-Fat Cooking (Reg. 10)

- Deep-fat cooking equipment isolated.

4.2.5. Fixed Gas Detection (Reg. 4.5.7.3)

- Adequate portable gas detectors provided and maintained.
- 6-hourly logged readings for cargo pump-room and any additional tanks/spaces.

4.2.6. Water Mist / Local Application (Regs. 10.5.6 & 10.5.1)

- Engine room manned/non-UMS; man per Minimum Safe Manning Document.
- Additional fire patrols in engine room/related compartments.

4.2.7. Sample Extraction Smoke Detection – Cargo Holds (Reg. 20.4.2)

- No dangerous goods loaded without a functioning hold smoke detection system.
- Additional patrols of cargo hold areas every watch at sufficient frequency and recorded.

4.2.8. Fire Protection Systems & Appliances Pending Test/Service (Reg. 14)

- Justification for missed service due date; service scheduled at next opportunity.
- Equipment maintained/examined by crew; Master confirms fully operational.

Annex 1 - Pre-Authorised Temporary Exemptions

4.3. SOLAS CHAPTER III (Lifesaving Appliances)

4.3.1. Rescue Boat and/or Launching Appliance (Passenger Ship) (Reg. 17)

- Remaining rescue boat and all other LSA confirmed fully operational.
- Lifeboat on same side may be temporarily assigned as rescue boat; suitably identified; all rescue-boat equipment transferred.
- Rescue boat clearly marked out of service.
- Rescue-boat crew and other personnel briefed.
- Note: For combined rescue boat/lifeboat, also follow 4.3.3.

4.3.2. Rescue Boat and/or Launching Appliance (Cargo Ship) (Reg. 17)

- For free-fall lifeboat + rescue boat: repair/replace before departure (or next port when at sea); consult BMA.
- For davit-launched lifeboats:
- Remaining LSA fully operational.
- A lifeboat may be temporarily assigned as rescue boat; identify and transfer equipment.
- Rescue boat clearly marked out of service.
- Crew briefed.
- Note: For combined rescue boat/lifeboat, also follow 4.3.4.

4.3.3. Lifeboat (Davit-Launched) and/or Launching Appliance (Passenger Ship) (Reg. 21)

- Remaining LSA confirmed fully operational.
- Calculate reduced LSA capacity; max persons shown on Passenger Ship Safety Certificate⁵.
- Temporary amendments to muster list/emergency procedures for redistribution.
- Lifeboat clearly marked out of service.
- Assigned lifeboat crew/muster personnel briefed.
- Note: For combined rescue boat/lifeboat, also follow 4.3.1.

4.3.4. Lifeboat (Davit-Launched) and/or Launching Appliance (Cargo Ship) (Reg. 31)

- Remaining LSA confirmed fully operational.
- Provide additional liferaft(s) on the side of the defective lifeboat with aggregate capacity $\geq$ defective lifeboat capacity.
- Temporary amendments to muster list/emergency procedures (lifeboat out of service).
- Lifeboat clearly marked out of service.
- Abandon-ship drill conducted.
- Note: For combined rescue boat/lifeboat, also follow 4.3.2.

⁵ Note: Uneven distribution of lifeboats on each side is accepted provided that the total available lifeboat capacity remains at or above 75% of the total number of persons onboard – **the BMA must be consulted if available lifeboat capacity is below 75% of the total number of persons onboard.**

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4.3.5. Free-Fall Lifeboat (Reg. 31)

- Repair/replace before departure (or next port when at sea); consult BMA.
- If unable:
 - Remaining LSA confirmed fully operational.
 - In addition to Form E liferafts, carry additional liferaft(s) on each side with aggregate capacity $\geq 100\%$ of persons on board (one side 100%).
 - All liferafts and launching appliances maintained/inspected.
 - Temporary amendments to muster/emergency procedures.
 - Lifeboat clearly marked out of service.
 - Abandon-ship drill conducted.

4.3.6. Free-Fall Lifeboat Launching Appliance (Reg. 31)

- Remaining LSA confirmed fully operational.
- Free-fall launching fully operational.

4.3.7. Liferaft or MES (Passenger Ship) (Reg. 21)

- Remaining LSA confirmed fully operational.
- Calculate reduced LSA capacity; max persons shown on Passenger Ship Safety Certificate.
- Temporary amendments to muster/emergency procedures for redistribution.
- MES/liferaft clearly marked out of service.
- Assigned MES/liferaft station crew/muster personnel briefed.

4.3.8. Liferaft Lost or Damaged (Cargo Ship) (Reg. 31)

- Remaining LSA confirmed fully operational.
- Temporary replacement liferaft placed on board before departure or reassign existing liferaft if safely transferable side-to-side.

4.3.9. Liferaft Launching Appliance (Passenger Ship) (Reg. 21)

- Remaining LSA confirmed fully operational.
- If appliance serves liferafts contributing to 100% LSA: calculate reduction and adjust max persons on certificate.
- If appliance serves additional 25% LSA: ensure ability to launch by another appliance on same side and/or manually throw overboard.
- Temporary amendments to muster/emergency procedures.
- Appliance clearly marked out of service.
- Assigned liferaft station crew/muster personnel briefed.

4.3.10. Liferaft Launching Appliance (Cargo Ship) (Reg. 31)

- Remaining LSA confirmed fully operational.
- Liferafts can still be launched by throwing overboard if required.

Annex 1 - Pre-Authorised Temporary Exemptions

4.3.11. Public Address (PA) System (Reg. 6.5)

- Suitable alternative means in place (e.g. Loudhailers, portable VHF/UHF radios on agreed channels).

4.3.12. General Emergency Alarm System (Reg. 6.4)

- Fire detection, fire alarm, PA system and ship's whistles confirmed fully operational.
- Suitable alternative means in place.

4.3.13. Temporary Increase in Certified LSA Carrying Capacity

- All LSA maintenance/inspections/servicing fully up to date.
- Additional 6-person liferaft(s) (or more as needed) carried on each side where embarkation ladder is available; can be manually thrown overboard.
- Sufficient additional personal LSA (lifejackets & immersion suits) for every person on board.
- Abandon-ship arrangements explained to all; abandon-ship drill carried out with satisfactory results before sailing.
- Muster list temporarily amended for additional persons.
- Master ensures the approved SSP procedures for accounting/identifying additional persons are followed.
- Additional persons are properly trained for safe work on board.
- Additional persons provided safe/adequate quarters and sanitary facilities.
- Port authorities notified of additional persons on board.

4.3.14. LSA Pending Testing/Servicing* (Reg. 20.8)

- Justification for missed service date; service scheduled at next opportunity.
- Equipment maintained/examined by crew; Master confirms fully operational.

* - not applicable to extended service interval liferafts: the BMA is to be contacted

4.4. SOLAS CHAPTER IV (Radiocommunications)

4.4.1. MF/HF/DSC Radio (Reg. 11)

- A3 ships with 1 MF/HF + 1 satellite earth station or A4 ships with 2 MF/HF:
 - Remaining GMDSS installation(s) can transmit/receive distress & safety communications and are confirmed fully operational.
 - Additional long range optional radio equipment is provided.
 - The ship's position should be sent to the Company at 4 hour intervals.

Annex 1 - Pre-Authorised Temporary Exemptions

4.4.2. MF/DSC Radio (Reg.10)

- A3 ships with 1 MF/DSC + 2 satellite earth stations:
 - Remaining GMDSS installation(s) can transmit/receive distress & safety communications and are confirmed fully operational.
 - Additional long range optional radio equipment is provided.
 - The ship's position should be sent to the Company at 4 hour intervals whilst in Sea Area A2.

4.4.3. VHF/DSC Radio (Reg. 7)

- Another VHF installation is available and fully operational.
- Additional long range optional radio equipment is provided.
- The ship's position should be sent to the Company at 4 hour intervals.

4.4.4. Recognised Mobile Satellite Ship Earth Station (e.g., Inmarsat C/Iridium) (Reg. 4-1)

- All other GMDSS installations fully operational.
- Consider whether LRIT or SSAS are connected/affected.

4.4.5. MSI (NAVTEX) Receiver (Reg. 7.1.4)

- Vessel can transmit/receive distress & safety communications for the intended voyage by any available means.

4.4.6. Survival-Craft Two-way VHF / Portable Two-way VHF (Regs. 7.2.2 & 7.3.2)

- Remaining two-way VHF's and all other GMDSS installations fully operational.

4.4.7. Reserve Source of Power – GMDSS (Reg. 13)

- All other GMDSS installations fully operational.

4.4.8. EPIRB (Reg. 7.1.5)

- Identities of recognised mobile satellite service station and all other GMDSS installations are correct and fully operational.
- the ship's position should be sent to the Company at 4 hour intervals if the EPIRB is used as secondary means of alerting.

4.4.9. SART (Search & Rescue Transponder) (Reg. 7.1.3)

- For ships of 500 gross tonnage and above – the other radar transponder and all other GMDSS installations fully operational.
- For ships of 300 gross tonnage and above but less than 500 gross tonnage – the ship's position should be sent to the Company by any available means at 4 hour intervals.

Annex 1 - Pre-Authorised Temporary Exemptions

4.5. SOLAS CHAPTER V (Safety of Navigation)

4.5.1. X-band or S-band Radar (Reg. 19.2.7)

- At least one radar functioning; use with caution with other nav equipment (GPS, AIS, radio, etc.).
- Additional lookouts as necessary (Master's discretion).
- Avoid close-quarters; maintain adequate CPA.

4.5.2. VDR/S-VDR (Reg. 20)

- Manual recording of mandatory data, e.g.:
 - Ship movements in logbooks;
 - Orders & nav communications in logbook;
 - Main alarms recorded;
 - Relevant safety/communication activities recorded.
 - Consider additional bridge/manning to maintain records.
 - ECDIS information downloaded and backed up regularly.

4.5.3. Gyrocompass (Reg. 19.2.5)

- Magnetic compass serviceable with valid deviation table/curve.
- Other nav equipment (GPS, radar, ARPA, AIS) fully operational.
- Frequently determine compass error vs GPS COG.
- Additional lookouts as necessary.
- Temporarily amend emergency steering instructions.

4.5.4. Gyro Repeater (Reg. 19.2.5)

- Gyrocompass, magnetic compass and other nav equipment fully operational.
- Alternative heading information provided at affected control station.
- Additional lookouts as necessary.
- Temporarily amend emergency steering instructions.

4.5.5. AIS (Reg. 19.2.4)

- Radars, ARPA and other nav equipment fully operational.
- Alternative means to make ship identity known to other vessels/ports.

4.5.6. LRIT (Reg. 19-1)

- Record ship's position every 6 hours and send to CSO.
- AIS and all other nav and radiocommunications equipment fully operational.

4.5.7. GPS (Reg. 19.2.1.6)

- Alternative means to monitor/maintain track.
- Methods used to obtain set and drift.
- Cross-check position by all other available means.
- Other nav equipment fully operational.

Annex 1 - Pre-Authorised Temporary Exemptions

4.5.8. BNWAS (Reg. 19.2.2.3)

- Bridge manned by two persons at all times.

4.5.9. ECDIS (Reg. 19.2.10)

- One ECDIS fully functional.
- Up-to-date, adequate paper charts and nautical publications carried for intended voyages.

4.5.10. Speed Log (Reg. 19.2.3.4)

- Alternative means for speed/distance by GPS/other nav equipment available and maintained.
- Use all means to obtain set/drift; manually calculate speed through water and input to ARPA for collision avoidance.

4.5.11. Echo Sounder (Reg. 19.2.3.1)

- Amend passage-plan UKC to reflect lack of depth monitoring.
- Other nav equipment confirmed fully operational.

4.5.12. Bridge Windows incl. Wiper/Clear-View/Attachments

- Additional lookouts as necessary (Master's discretion).

4.5.13. Navigation Light Control Panel (Reg. 19)

- All COLREG-required navigation/signal lights maintained serviceable at all times.
- Frequent local patrol/inspection of lights.

4.5.14. Propeller Speed & Direction Indicator

- Indicators at all other conning positions remain fully operational.

4.5.15. Rudder Angle Indicator

- Indicators at all other conning positions remain fully operational.

4.5.16. Spare Magnetic Compass

- GPS in good working order; position frequently checked.
- Standard magnetic compass and error frequently determined when possible.
- Gyrocompass and other nav equipment confirmed fully operational.

4.5.17. Daylight Signalling Lamp

- Ship's whistle fully operational.
- All GMDSS installations fully operational.

4.5.18. Pilot Transfer Arrangements

- Pilot transfer arrangements on the other side fully operational and regularly maintained/inspected.
- Damaged arrangements not to be used.

Annex 1 - Pre-Authorised Temporary Exemptions

4.5.19. Communication Between Bridge & Steering Gear Room (V/26)

- Sound-powered telephone system maintained and ready.
- Adequate portable radios provided at bridge and steering gear room.
- Suitable drill performed.

4.6. SOLAS CHAPTER XII (Additional Safety Measures for Bulk Carriers)

4.6.1. Loading Instrument (Bulk Carrier) (Reg. 11)

- Latest approved Stability Booklet/Information on board.
- Officers familiar with stability/strength calculation method.
- Equipment identified and marked out of service (warning notices).

4.6.2. Water Ingress Systems (Reg. 12)

- Before proceeding to sea, crew inspect/confirm:
- All cargo holds, internal structures, hatch covers/coamings, fittings and closing appliances are in good condition to prevent water ingress.
- Forepeak tank, bosun store, forecastle and forward voids dewatering arrangements in good working order.
- Bilge alarms and bilge pumping for affected spaces fully functional.
- Master ensures monitoring/manual sounding of affected holds at regular intervals with log entries; abnormalities investigated.

4.6.3. Dewatering Pumping System – Remote Control of Valve Operation for Forepeak Tank (Reg. 13)

- Dewatering system for forepeak tank (except remote valve control) maintained and ready.
- Forepeak tank, bosun store, forecastle and forward voids maintained in good condition; regular inspections confirm no water ingress.

Annex 1 - Pre-Authorised Temporary Exemptions

5 – MANDATORY CODES

For deficiencies in this category, a statutory finding/condition may be issued with validity up to three months.

5.1 IBC CODE

5.1.1. Cargo Tank High Level or Overfill Alarms IBC CODE

The following conditions apply:

- Risk assessment to be carried out with risk control measures to be implemented onboard
- All other tank level indicators and alarms are confirmed in full working order
- Additional procedures in place for reduced cargo loading rate as required and monitoring of cargo tank ullages during loading with effective communications established
- Suitable warning notices put in place and equipment marked out of service
- All shipboard personnel shall be made aware of the temporary arrangements
- Entries to be made in the relevant ship's logbook/record book
- Pilots and relevant authorities to be notified of the defective equipment prior to entering/departing any ports, and their instructions and requirements to be fully complied with

Annex 2 - Summary of BMA Approval vs. Recognised Organisation Pre-Authorisation

Scenario / Action	Recognised Organisation Pre-Authorised (No BMA Pre-Approval Needed)	BMA Pre-Approval Required	Notes
Temporary exemption for items listed in Annex 1	Yes, Recognised Organisation may issue (max 3 months)	Only if extension beyond 3 months is needed	To be reported to BMA (para. 4.8)
Temporary exemption for items NOT listed in Annex 1	No	Yes, Recognised Organisation must submit application to BMA for approval	Recognised Organisation to indicate support/reservations in submission
Temporary exemption where a detainable deficiency exists	No	Yes, BMA must be consulted before approval	Issued by Recognised Organisation only after BMA agreement
Temporary exemption for deficiency observed by Port State Control (PSC)	No	Yes, BMA must be consulted before approval	Issued by Recognised Organisation only after BMA agreement
Minor findings (e.g., condition of class/ recommendation/ statutory condition)	Yes, Recognised Organisation may issue (per IACS Rec. 98)	No	To be reported to BMA (para. 4.8)
Extension of short-term certificates/statutory conditions BEYOND 3 months	No	Yes, BMA must be consulted before any extension beyond 3 months	Applies to all short-term certificates/statutory conditions
Three or more exemptions for defective equipment within the same period	Yes, but must inform BMA	No	BMA to be informed (para. 4.7)
Extension of statutory survey period or certificate validity	No	Yes, Recognised Organisation to submit assessment/ recommendation to BMA for approval	Applies to extensions/postponements
Postponement of survey, servicing period, or other international requirement	No	Yes, Recognised Organisation to submit assessment/ recommendation to BMA for approval	Applies to extensions/postponements