

## Headlines:

USCG & EPA – ballast water management policies;  
USCG – search for missing helicopter crewman;  
USCG – medical certificates for mariners;  
Potomac & Anacostia Rivers – security zone;  
NTSB – ineffective ship handling;  
Senate – resolution re Gulf of Guinea piracy;  
EMSA – newsletter; and  
Suez Canal – Regional Development Project.

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# Bryant's Maritime News

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*Note: This newsletter is one section of the [Bryant's Maritime Consulting](http://brymar-consulting.com) website. Visit the site for more extensive maritime regulatory information. Individual concerns may be addressed by retaining [Dennis Bryant](mailto:dennis.l.bryant@gmail.com) directly. Much of the highlighted text in this newsletter constitutes links to Internet sites providing more detailed information. Links on this page may be in PDF format, requiring use of Adobe Acrobat Reader. Comments on these postings are encouraged and may be made by email to the editor or by going to the blog page on the website and clicking the envelope that appears at the end of each posting. Be aware that the daily newsletter is a single posting, even though it contains a number of individual items. Every new beginning begins with a tenuous first step.*

## USCG & EPA – ballast water management policies



The US Coast Guard and the Environmental Protection Agency (EPA) issued a **joint letter** addressing extensions to the USCG implementation schedule for ballast water management discharge standards. The two agencies share regulatory and enforcement authority regarding discharge of ballast water into waters of the United States. The Coast Guard previously issued a **policy letter** on the extension of the implementation schedule for vessels subject to ballast water management discharge standards, explaining the procedure for making such extension requests. The EPA recently issued a **memorandum** explaining its enforcement policy with regard to vessels that have obtained an extension from the Coast Guard. In that memorandum, the EPA notes that for vessels operating in accordance with the USCG extension and otherwise in full compliance with Vessel General Permit (VGP) requirements non-compliance with the 2013 VGP ballast water numeric discharge limits will be considered a low enforcement priority. (12/27/13). *Note: This is classic good*

*cop/bad cop procedure. Both agencies know that there is currently no approved ballast water management system available, but they are acknowledging that situation from different perspectives.*

### **USCG – search for missing helicopter crewman**



The US Coast Guard issued a **news release** stating that it is searching for a crew member missing from a US Navy helicopter that crashed into the North Atlantic off the coast of Virginia. Four of the five crew members have been recovered. A **second news release** states that the search for the missing crewman continues. (1/8/14).

### **USCG – medical certificates for mariners**



The USCG National Maritime Center (NMC) issued a **notice** advising that, in accordance with recent implementation of amendments to the STCW Convention, the Coast Guard will be issuing separate medical certificates to certify compliance by US merchant mariners with minimum medical standards. Further information is provided at the following **link**. (1/8/14).

### **Potomac & Anacostia Rivers – security zone**



US Coast Guard Sector Baltimore issued a bulletin advising stakeholders that a security zone will be in effect on certain waters of the Potomac and Anacostia Rivers in late January for the Presidential State of the Union Address in Washington, DC. All commercial vessels planning to transit those waters from 27 through 29 January should submit requests for an excursion permit or permission to operate within the security zone not later than 15 January. **MSSB 01-14** (1/2/14).

### **NTSB – ineffective ship handling**



The National Transportation Safety Board (NTSB) issued the Marine Accident Brief of its investigation into the allision of the bulk carrier Mary Ann Hudson with the moored bulk carrier Star Grip on 6 June 2012 in the Houston Ship Channel. The Mary Ann Hudson was being moved from one berth to another, requiring it to pass alongside the Star Grip. It had a pilot on board and two tugs to assist with the maneuver. The NTSB determined that the probable cause of the allision was the pilot's ineffective handling of the Mary Ann Hudson and his ineffective use of the two tugs to maneuver the vessel around the Star

Grip's crane arms, which were extending into the navigable waterway. **MAB-13/19** (1/8/14).

### Senate – resolution re Gulf of Guinea piracy



The Senate adopted a resolution supporting enhanced maritime security in the Gulf of Guinea and encouraging increased cooperation between the United States and West and Central African countries to fight armed robbery at sea, piracy, and other maritime threats. **S. Res. 288** (1/7/14). *Note: The resolution does not commit the United States to anything, but illustrates the concern in the Senate over the deteriorating conditions in the Gulf of Guinea.*

### EMSA – newsletter



The European Maritime Safety Agency (EMSA) posted its **newsletter** for January. This edition addresses, among other things, passenger ship safety and the SafeSeaNet (SSN). (1/8/14).

### Suez Canal – Regional Development Project



The Suez Canal Authority issued a **notice** announcing the winner consultants (Consortiums) applying for the Suez Canal Regional Development Project (SCRDP). (1/7/14).

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