

## Headlines:

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Offshore Virginia – wind energy-related research;  
MTSNAC – meeting;  
CTAC – meeting;  
SHC – meeting;  
ITA – trade mission to India;  
Senate – bill introduced re USMMA Board of Visitors;  
Senate – bill introduced to amend Natural Gas Act;  
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New Zealand – Marine Oil Spill Response Strategy;  
Singapore – MLC certification;  
ADM John Byng, RN, executed – 14 March 1757; and  
Amoco Cadiz oil spill – 16 March 1978.

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# Bryant's Maritime News

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## **USCG – compatibility of fire extinguisher components**



USCG Sector Hampton Roads issued a **Safety Alert** regarding compatibility of CO<sub>2</sub> fire extinguisher components. During the fighting of a small shipboard fire, a CO<sub>2</sub> extinguisher failed to operate properly. Fortunately, a second fire extinguisher accomplished the job. Investigation revealed that an obsolete and incompatible diffuser had been installed in the CO<sub>2</sub> extinguisher at some time in the past. It is recommended that fire-fighting servicing companies

check all CO2 extinguishers for compatibility of parts on a regular basis.  
(3/5/14).

### Offshore Virginia – wind-energy related research



The Bureau of Ocean Energy Management (BOEM) issued a notice stating that it intends to prepare an environmental assessment (EA) regarding wind energy-related research activities offshore Virginia. A public scoping meeting will be held in Virginia Beach on 3 April. Comments must be submitted by 14 April. [79 Fed. Reg. 14534](#) (March 14, 2014). BOEM also issued a [press release](#) discussing this development.

### MTSNAC – meeting



The Marine Transportation System National Advisory Council (MTSNAC), sponsored by the Maritime Administration (MARAD), will meet in Washington, DC on 1 April. This meeting was originally scheduled for 13 February, but was delayed due to inclement weather. [79 Fed. Reg. 14592](#) (March 14, 2014).

### CTAC – meeting



The Chemical Transportation Advisory Committee (CTAC), sponsored by the US Coast Guard, will meet in Houston on 8-10 April. Topics on the agenda include: harmonization of response and carriage requirements for biofuels and biofuel blends and safety standards for the design of vessels carrying natural gas or using natural gas as fuel. [79 Fed. Reg. 14524](#) (March 14, 2014).

### SHC – meeting



The Shipping Coordinating Committee (SHC), sponsored by the Department of State (DOS), will meet in Washington, DC on 18 April to prepare for the upcoming session of the IMO Legal Committee. Topics on the agenda include: fair treatment of seafarers in the event of a maritime incident; piracy; and liability and compensation issues connected with transboundary pollution damage from offshore oil exploration and exploitation. [79 Fed. Reg. 14567](#) (March 14, 2014).

## ITA – trade mission to India



The International Trade Administration (ITA) issued a notice stating that it is organizing an Executive-led ports and marine technology trade mission to India on 9-15 November. Applications to participate must be received by 15 August. [79 Fed. Reg. 14478](#) (March 14, 2014).

## Senate – bill introduced re USMMA Board of Visitors



Senator Boozman (R-AR) introduced the [U.S. Merchant Marine Academy Board of Visitors Enhancement Act](#) (S. 2076) to amend the provisions of title 46, United States Code, related to the Board of Visitors to the United States Merchant Marine Academy, and for other purposes. Official text of the bill is not yet available. (3/4/14).

## Senate – bill introduced to amend Natural Gas Act



Senator Udall (D-CO) introduced the [American Jobs Creation and Strategic Alliances LNG Act](#) (S. 2083) to amend the Natural Gas Act to promote economic growth and job creation in the United States, to strengthen strategic partnerships with allies of the United States, and for other purposes. Senator Udall issued a [news release](#) explaining the measure. (3/5/14).

## Senate – bill introduced re vessel incidental discharges



Senator Begich (D-AK) introduced the [Vessel Incidental Discharge Act](#) (S. 2094) to provide for the establishment of nationally uniform and environmentally sound standards governing discharges incidental to the normal operation of a vessel. (3/6/14). Senator Begich issued a [press release](#) explaining the measure.

## Senate – bill introduced re LNG exports from Alaska



Senator Begich (D-AK) introduced the [Freedom Through Energy Export Act](#) (S. 2096) to amend the Alaska Natural Gas Pipeline Act of 2004 to provide for the authorization of liquefied natural gas terminals and related

facilities necessary for the export of Alaska natural gas, and for other purposes. Senator Begich issued a [press release](#) explaining the measure. (3/6/14).

### Court – SVDR data evidence



In a summary order, the US Court of Appeals for the Second Circuit affirmed the district court’s summary judgment order in favor of a commercial vessel that was sued for allegedly dropping its anchor on plaintiff’s submarine cable located in a marked cable area. One of the issues was the location of the vessel at the time it dropped its anchor. Among other things, the court upheld the admission into evidence of data from the vessel’s Simplified Vessel Data Recorder (SVDR), described in the order as the “maritime equivalent of an airplane’s black box”. Plaintiff proffered no reason to believe that the SVDR data evidence was not in fact authentic. [Optical Communications Group v. MV Ambassador](#), No. 13-1544 (2nd Cir., March 13, 2014).

### New Zealand – Marine Oil Spill Response Strategy



Maritime New Zealand issued a [notice](#) stating that it is commencing the review process for its Marine Oil Spill Response Strategy. (3/13/14).

### Singapore – MLC certification



The Singapore Maritime and Port Authority (MPA) issued a circular providing owners, operators, and masters of Singapore ships updates on the Maritime Labour Convention (MLC) 2006 certification process and issuance of the DMLC Part 1. [Shipping Circular 07-2014](#) (3/13/14).

### ADM John Byng, RN, executed – 14 March 1757



On 14 March 1757, Admiral John Byng, Royal Navy, was executed by firing squad while he was kneeling on the fore-castle of *HMS Monarch* in the Solent. Admiral Byng had been court-martialed for personal cowardice, disaffection, and for not having done his utmost to prevent Minorca from falling to the French following the Battle of Minorca on 20 May 1756. He was convicted only of “failing to do his utmost”. The British and French fleets were numerically equal (ten ships each), but the British had scrapped their group together hastily and its ships were in disrepair. The British fleet suffered significant, but not fatal, battle damage. When the French fleet departed at the end of the engagement, Admiral Byng did not order his fleet to follow. Rather, he

had the fleet sail to Gibraltar for repairs. It was this departure to Gibraltar that the court-martial interpreted as a failure by the Admiral to do his utmost against the French. The court-martial was highly controversial, with many contending that the Navy panel had found the Admiral guilty to hide their own failure to properly prepare the fleet for the mission. Regardless, the event is said to have instilled a tradition of aggressiveness in Royal Navy officers.

### **AMOCO CADIZ oil spill – 16 March 1978**



On 16 March 1978, the very large crude carrier (VLCC) **AMOCO CADIZ** lost steering in a Force 10 storm and grounded on Portsall Rocks off the coast of Brittany, France. As it broke up, the tanker lost its entire cargo of 1.6 million barrels of crude oil. The coastal areas in the vicinity were heavily impacted by the spill. After receiving limited compensation under the Civil Liability Compensation (CLC) and Funds Conventions, the Government of France brought suit in the United States against Amoco Oil Company, the parent company (twice removed) of the ship owner. The federal court awarded damages in favor of France, holding that the liability allocation and channeling provisions in the conventions were not applicable since the US was not party thereto.

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