

Headlines:

USCG – MODU Kulluk report of investigation;
USCG – Maritime Commons blog;
Arctic – sea ice maximum;
Senate – nomination hearing for VADM Zukunft;
EU – maritime security in Africa;
UK – chronic fatigue leads to grounding; and
Union Faith- Warren J. Doucet tow collision – 6 April 1969.

April 4, 2014



Bryant's Maritime Blog

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Note: This blog 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 clicking the envelope that appears at the end of each posting. Be aware that the daily blog entry is a single posting, even though it contains a number of individual items. Miscellaneous maritime topics are briefly discussed in my [Maritime Musings](#) blog. Life is short. Don't make the same mistake twice – be original.

USCG – MODU Kulluk report of investigation



The US Coast Guard released its **Report of Investigation** into circumstances surrounding the grounding of the mobile offshore drilling unit (MODU) Kulluk on the eastern coast of Sitkalidak Island, Alaska on 31 December 2012. A series of event contributed to the causal factors that resulted in the grounding of the Kulluk, with the most significant factor being the inadequate assessment and management of the risks associated with a complex vessel movement during the winter in the unique and challenging operating environment of Alaska. Among the safety recommendations included in the report is that the Coast Guard partner with the Towing Safety advisory Committee (TSAC) to address the towage of MODUs in the Arctic marine environment. (4/3/14).

USCG – Maritime Commons blog



The US Coast Guard has established an official blog entitled **Maritime Commons**. It is focused on communicating with the maritime industry. Interested parties may either check the blog at their convenience or add it to their RSS feed. (4/3/14).

Arctic – sea ice maximum



The National Snow and Ice Data Center issued a **notice** stating that Arctic sea ice reached its maximum extent for the year on 21 March at 14.91 million square kilometers (5.76 million square miles), making it the fifth lowest maximum in the satellite record. (4/2/14).

Senate – nomination hearing for VADM Zukunft



The Senate Committee on Commerce, Science & Transportation issued a **notice** stating that, on 8 April, it will consider the nomination of VADM Paul F. Zukunft to be Commandant of the US Coast Guard. (4/3/14).

EU – maritime security in Africa



The European Union (EU) issued a **press release** stating that Catherine Ashton, High Representative for Foreign Affairs and Security Policy/Vice President of the European Commission, hosted a meeting on Brussels with a number of African countries to examine maritime threats to Africa and to discuss areas of future cooperation. (4/3/14).

UK – chronic fatigue leads to grounding



The UK Marine Accident Investigation Board (MAIB) issued the report of its investigation of the grounding of the general cargo vessel Danio off Longstone, Farne Islands, England on 16 March 2013. The grounding occurred at 0330, after the chief officer, the sole person on the bridge, fell asleep. The master and the chief officer were the only deck officers. Both stood watch on a six hours on/six hours off schedule when underway, in addition to other duties. The Bridge Navigational Watch Alarm System had been permanently turned off. Watchkeepers relied on an unapproved electronic navigation system when underway. The MAIB again recommended that the IMO be approached regarding adding a requirement that all vessels engaged on short sea trades carry

a minimum of two navigational watchkeepers in addition to the master. [Report 8-2014](#) (4/3/14).

Union Faith-Warren J. Doucet tow collision – 6 April 1969



On 6 April 1969, the steamship Union Faith, operating with a local pilot, was upbound on the Mississippi River at New Orleans. The towboat Warren J. Doucet was downbound with three tank barges, each holding about 9,000 barrels of crude oil. A second towboat was made up to the port quarter of the face barge. In accordance with local custom, the tow was favoring the bends. Slightly upstream of the Greater New Orleans Bridge, in the Gouldsboro Bend, the Union Faith collided with the lead barge of the towboat. The barge broke loose and caught fire. A series of explosions followed almost immediately and the Union Faith was engulfed in flames. Crude oil burned on the river, threatening moored vessels and harbor facilities. Union Faith drifted downriver, burning from stem to stern and then sank. A total of 25 persons on Union Faith, including all persons on the bridge, died in the incident. Investigation revealed that the towboat was operating its radio on 2738 kHz, but was not monitoring 156.65 MHz (Channel 13). The pilot on Union Faith was using a portable transceiver operating on 156.65 MHz, but apparently not monitoring 2738 kHz. Both vessels were equipped with marine radar and the navigation lights on both vessels were apparently operating properly. As a direct result of this casualty, and in accordance with a primary recommendation of the [USCG Marine Casualty Report](#), Congress adopted the Vessel Bridge-to-Bridge Radio Telephone Act (Pub.L. 93-63, August 4, 1971), requiring vessels in the same waterway to monitor a common frequency.

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