

Headlines:

FERC – Freeport LNG projects EIS;
FERC – Corpus Christi LNG Project EIS;
MARAD & NATO – counter piracy efforts;
ACRCC – updated plans;
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ILO – enhanced seafarer protection;
Australia – crew member fatality;
Port Metro Vancouver – trucking efficiency;
Marshall Islands – carriage of publications;
New Zealand – loop lashing of timber deck cargoes;
Panama Canal – second shipment of lock gates; and
UK – allision with quay.

June 17, 2014



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. Schrödinger had two cats, calling them a paradox.

FERC – Freeport LNG projects EIS



The Federal Energy Regulatory Commission (FERC) issued a **news release** stating that a final environmental impact statement (EIS) has been prepared for the proposed Freeport LNG liquefaction and modification projects. (6/16/14).

FERC – Corpus Christi LNG Project EIS



The Federal Energy Regulatory Commission (FERC) issued a **news release** stating that it seeks comments on the draft environmental impact

statement (EIS) on the proposed Corpus Christi LNG Project. Comments should be submitted by 4 August. (6/13/14).

MARAD & NATO – counter piracy efforts



The Department of Transportation (DOT) issued a [news release](#) concerning the work of the Maritime Administration (MARAD) with NATO to strengthen maritime security, particularly efforts to counter piracy and armed robbery at sea. (6/12/14).

ACRCC – updated plans



The [Asian Carp Regional Coordinating Committee](#) (ACRCC) announced the release of the 2014 Monitoring and Response Plan and the 2014 Great Lakes eDNA Monitoring Program intended to protect the Great Lakes from Asian carp and to prevent the invasive fish species from developing self-sustaining populations in the Great Lakes. (6/4/14).

Court – federal admiralty jurisdiction



In an action to enforce an English court's judgment on a derivative contract for future ocean freight rates, the US Court of Appeals for the Second Circuit ruled that federal admiralty jurisdiction applies to an action to enforce a judgment of a foreign non-admiralty court if the claim underlying that judgment is maritime under the standards of US law. [D'Amico Dry Limited v. Primera Maritime \(Hellas\) Limited](#), No. 11-3473-cv (2nd Cir., June 12, 2014).

ILO – enhanced seafarer protection



The Danish Maritime Administration issued a [news release](#) stating that, at the 103rd International Labour Conference in Geneva, the International Labour Organization (ILO) adopted new provisions on the protection of abandoned seafarers and seafarers who have been injured in occupational accidents. The new regulations are expected to enter into force in two years and six months, unless 40% of the Maritime Labour Convention (MLC) 2006 ratifying nations reject the new provisions in writing. (6/16/14).

Australia – crew member fatality



The Australian Transport Safety Bureau (ATSB) issued the report of its investigation into the crew member fatality on board the general cargo ship

Toucan Arrow at Portland, Victoria on 7 October 2013. The crew member was crushed between the ship's aft gantry crane and a cargo hold hatch lid while the crane was being prepared for cargo loading operations. The crew member did not comply with the ship's safe working procedures and did not ensure that the crane driver was advised and that the gantry crane's electrical power supply was isolated before he began work. In addition, the audible and visual 'crane in motion' warning devices were not fully operational and effective. **MO-2013-010** (6/16/14).

Port Metro Vancouver – trucking efficiency



Transport Canada issued a **news release** stating that it is contributing \$3 million to reduce trucker waiting times at Port Metro Vancouver by using new technologies to better link operations across the four terminals. (6/12/14).

Marshall Islands – carriage of publications



The Republic of the Marshall Islands (RMI) issued a notice providing guidance to owners and operators of Marshall Islands vessels on carriage of publications. Generally, publications may be carried in either paper or electronic format, but copies of the International Code of Signals and the IAMSAR Manual should always be available in the form of hard copies for emergency use. There are also backup requirements for ECDIS and electronic nautical publications. When electronic nautical publications with electronic backup are carried, portions of the publications needed for navigation while the vessel is en route between ports (tide and current tables, light list, etc.) should be printed and included with the voyage plan. **Marine Notice 1-000-3** (May 2014).

New Zealand – loop lashing of timber deck cargoes



Maritime New Zealand issued a **Safety Bulletin** recommending loop lashing as the safest practice for securing timber deck cargoes in order to prevent damage or hazard to the ship and persons on board and to prevent cargo loss. (6/16/14).

Panama Canal – second shipment of lock gates



The Panama Canal Authority issued a **press release** stating that the second shipment of four rolling gates for the third set of locks has arrived from Trieste, Italy. Half of the sixteen gates for the Canal Expansion Project have now been received. (6/12/14).

UK – allision with quay



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of the contact of the oil tanker Apollo with the quayside in Tilbury, River Thames on 25 July 2013. The tanker was rounding Tilburyness in a strong tidal flow when it left its intended track and made heavy contact with the quay, damaging both the tanker and the quay. The bridge team consisted of two pilots, the master (who had just returned to the bridge), the officer of the watch, and a helmsman. At the time of the incident, one of the pilots was undergoing a practical examination and, although he had conduct of the vessel, he was not authorized to pilot a vessel of Apollo's length and draft. The tanker was fitted with a controllable pitch propeller, but neither pilot was aware of this before the accident. The propeller pitch was briefly set to zero, after which the tanker veered off course and made contact with the quay. [Report 15/2014](#) (6/12/14).

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If you have questions regarding the above items, please contact the editor:

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