

## Headlines:

IMO – Ebola Travel & Travel Task Force;  
Arctic Ocean – medical evacuation;  
MARAD – LNG bunkering study;  
FMC – port congestion forum;  
Lake Huron – Thunder Bay NMS;  
Washington – aquatic lands habitat conservation;  
NOAA – elkhorn and staghorn coral;  
House – hearing re status of merchant marine;  
Court – competing sail training schools;  
Court – bankruptcy and fraud;  
China – development of maritime industry;  
Denmark & Greenland – maritime growth potential;  
India – testing of solid bulk cargoes;  
Panama Canal – August operations;  
UK – Support for Maritime Training (SMarT);  
Disaster at Honda Point – 8 September 1923; and  
Fire on SS Morro Castle – 8 September 1934.

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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://www.bryant-maritime.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. I'm just a visitor from the twentieth century.*

## IMO – Ebola Travel & Transport Task Force



The IMO issued a [news release](http://www.imo.org/MediaCentre/PressBriefings/Pages/27-ebolataskforce.aspx#.VAtbXMJdXNk) [found at <http://www.imo.org/MediaCentre/PressBriefings/Pages/27-ebolataskforce.aspx#.VAtbXMJdXNk> ] stating that it has joined the international ad hoc Ebola Travel and Transport Task Force and is working with other United Nations agencies and non-governmental organizations to monitor the situation and provide timely information in response to the outbreak of the disease in West

Africa. The IMO also issued **Circular Letter 3484** [found at <http://www.imo.org/Documents/3484.pdf> ] providing information and guidance on the precautions to be taken to minimize risks to seafarers, passengers, and others on board ships. (9/4/14).

### Arctic Ocean – medical evacuation



The US Coast Guard issued a **news release** [found at <http://www.uscgnews.com/go/doc/4007/2235978/> ] stating that a crew member on the Japanese research vessel Mirai in the Arctic Ocean was medically evacuated by USCG helicopter to Barrow, Alaska after incurring a back injury. (9/5/14).

### MARAD – LNG bunkering study



The Maritime Administration (MARAD) posted its contracted **LNG Bunkering Study** [found at <http://www.marad.dot.gov/documents/DNVLNGBunkeringStudy3Sep14.pdf> ] focusing on the safety and regulatory gaps in the developing trend toward adoption of liquefied natural gas (LNG) as a marine fuel. Development of a national infrastructure and training protocols are also areas for consideration. (9/3/14).

### FMC – port congestion forum



The Federal Maritime Commission (FMC) issued a **news release** [found at <http://www.fmc.gov/public-forum-baltimore-Oct2014/> ] stating that Commissioner William P. Doyle will host a forum on 1 October in Baltimore on US Port Congestion: Examining Causes, Impacts on Stakeholders, and Exploring Possible Solutions. (9/5/14).

### Lake Huron – Thunder Bay NMS



The National Oceanic and Atmospheric Administration (NOAA) promulgated a final rule expanding the boundary of the Thunder Bay National Marine Sanctuary (NMS) from 448 square miles to 4,300 square miles, extending protection to 47 additional known historic shipwrecks of national significance and making other changes. This rule will come into effect after the close of a review period of 45 days of continuous session of Congress. **79 Fed. Reg. 52960** (September 5, 2014).

## Washington – aquatic lands habitat conservation

The National Oceanic and Atmospheric Administration (NOAA) and the Fish and Wildlife Service (FWS) issued a notice announcing the availability of the draft environmental impact statement relating to the proposed Washington Department of Natural Resources Aquatic Lands Habitat Conservation Plan, covering 2.6 million acres of State-owned aquatic lands. Public meetings will be held in Mount Vernon (7 October); Longview (9 October); Tacoma (13 October); and Pasco (15 October). Written comments must be received by 4 December. **79 Fed. Reg. 53020** (September 5, 2014).

## NOAA – elkhorn and staghorn coral



The National Oceanic and Atmospheric Administration (NOAA) issued a notice announcing the availability of the draft Recovery Plan for elkhorn coral and staghorn coral. Comments must be received by 20 October. **79 Fed. Reg. 53019** (September 5, 2014).

## House – hearing re status of merchant marine



The Subcommittee on Coast Guard and Maritime Transportation of the House Committee on Transportation and Infrastructure will conduct a **hearing** [found at <http://transportation.house.gov/calendar/eventsingle.aspx?EventID=392288> ] on 10 September regarding the Status of the Merchant Marine. (9/5/14).

## Court – competing sail training schools



The US Court of Appeals for the Third Circuit affirmed the dismissal of an action for “trade dress” infringement, but partially reversed the award of attorneys’ fees. A Virgin Islands sail training school brought suit against the owner of a competing sail training school alleging that the second school had closely copied the first school’s business. The complaint was dismissed for failure to adequately explain what “dress” it sought to protect. **Fair Winds Sailing v. Dempster** [found at <http://www2.ca3.uscourts.gov/opinarch/133305p.pdf> ], No. 13-3305 (3rd Cir., September 4, 2014).

## Court – bankruptcy and fraud



The US Court of Appeals for the Fifth Circuit reversed and remanded a pair of convoluted bankruptcy and fraud cases, which I decline to try to summarize except to say that it involves a number of ships and shipping companies. **In the Matter of TMT Procurement Corporation** [found at <http://www.ca5.uscourts.gov/opinions/pub/13/13-20622-CVO.pdf> ], No. 13-20622 (5th Cir., September 3, 2014).

## China – development of maritime industry



The Maritime Safety Administration (MSA) of the People's Republic of China (PRC) posted a document entitled “**Some Opinions of the State Council on the Sound Development of the Maritime Industry**” [found at <http://en.msa.gov.cn/index.php?m=content&c=index&a=show&catid=336&id=141> ]. (9/5/14).

## Denmark & Greenland – maritime growth potential



The Danish Maritime Administration (DMA) issued a news release [found at <http://www.dma.dk/news/Sider/MaritimegrowthpotentialinArcticregionsinfoocus.aspx> ] stating that Denmark and Greenland jointly sponsored a seminar in Nuuk, Greenland on 2-3 September on the maritime growth potential in Arctic regions. (9/4/14).

## India – testing of solid bulk cargoes



The Indian Directorate General of Shipping (DGS) issued a notice advising marine laboratories of the requirements to obtain approval to engage in the testing of solid bulk cargoes (other than grain) for carriage on merchant ships in accordance with the IMSBC Code. **Notice 17-2014** [found at [http://dgshipping.gov.in/WriteReadData/News/201409050522403871933note17\\_2014\\_nt.pdf](http://dgshipping.gov.in/WriteReadData/News/201409050522403871933note17_2014_nt.pdf) ] (9/3/14).

## Panama Canal – August operations



The Panama Canal Authority (ACP) issued an advisory summarizing Canal operations during August. It also includes the schedule of locks maintenance outages for the remainder of the fiscal year. **Advisory 20-2014**

[found at <http://www.pancanal.com/common/maritime/advisories/2014/a-20-2014.pdf>] (9/3/14).

### Singapore – bunker licenses cancelled



The Singapore Maritime and Port Authority (MPA) issued a **news release** [found at [http://www.mpa.gov.sg/sites/global\\_navigation/news\\_center/mpa\\_news/mpa\\_news\\_detail.page?filename=nr140905.xml](http://www.mpa.gov.sg/sites/global_navigation/news_center/mpa_news/mpa_news_detail.page?filename=nr140905.xml)] stating that it has cancelled the bunker supplier and bunker craft operator licenses of Northwest Resources Pte Ltd with effect from 1 September due to breaches of their licenses. (9/5/14).

### UK – Support for Maritime Training (SMarT)



The UK Maritime and Coastguard Agency (MCA) issued a **notice** [found at <https://www.gov.uk/support-for-maritime-training-smart>] stating that an increase in funding for the Support for Maritime Training (SMarT) program has allowed for the reintroduction of one training category and the expansion of another. (9/5/14).

### Disaster at Honda Point – 8 September 1923



The **Honda Point Disaster** occurred just off the spit of land at the north end of the Santa Barbara Channel on the evening of 8 September 1923 when seven US Navy destroyers, traveling at full speed, grounded in the fog on charted rocks. Due to poor visibility, the ships, transiting as a squadron from San Francisco to San Diego, were utilizing dead reckoning. A radio signal from a new radio direction finder (RDF) station had been received but misinterpreted. Twenty-three sailors died in the grounding. Two other destroyers grounded briefly, but refloated themselves. Five destroyers from the rear of the formation were able to avoid grounding. The squadron commander and the squadron navigators, as well as the commanding officers of the seven destroyers that were lost, were all court-martialed. This marine casualty is the first in which electronic navigation played a significant role.

### Fire on the *SS Morro Castle* – 8 September 1934



The passenger/cargo ship ***SS Morro Castle*** caught fire and burned on 8 September 1934, while on a voyage from Havana, Cuba to New York. The origin of the fire was never conclusively determined. The master had died in his sleep the previous night of an apparent heart attack. The fire was detected in

the First Class Writing Room at about 3 a.m. It spread rapidly through the extensive wood used in construction of the passenger spaces. The Acting Captain maneuvered the ship toward the New Jersey shore, but the ship soon lost power and steering. It eventually grounded on the beach at Asbury Park. A total of 137 passengers and crew died in the casualty. Major changes were later made to the Safety of Life at Sea (SOLAS) Convention to address use of fire retardant materials, automatic fire doors, fire alarms, and life boat drills, reducing the risk of future casualties.

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

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