

Headlines:

COAC – meeting;
NTSB – capsizing of towboat;
USCG - Global Maritime Environmental Congress;
House – bill introduced re Coast Guard JROTP;
IMO – draft IGF Code; and
UK – collision in Dover Strait TSS.

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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. I'm just a visitor from the twentieth century.

COAC – meeting



The Advisory Committee on Commercial Operations of the Customs and Border Protection (COAC), sponsored by the US Customs and Border Protection (CBP), will meet in Washington, DC on 7 October. [79 Fed. Reg. 56385](http://www.gpo.gov/fdsys/pkg/FR-2014-09-19/pdf/2014-22349.pdf) [found at <http://www.gpo.gov/fdsys/pkg/FR-2014-09-19/pdf/2014-22349.pdf>] (9/19/14).

NTSB – capsizing of towboat



The National Transportation Safety Board (NTSB) issued a Marine Accident Brief following its investigation of the capsizing of the uninspected towboat *Megan McB* at Lock and Dam 7 on the Mississippi River on 3 July 2013 with the loss of one life. It was determined that the probable cause of the capsizing of towing vessel *Megan McB* was the replacement pilot's unfamiliarity with the vessel's electronic engine control throttles, which resulted in his inability to avoid gate no. 1 of Lock and Dam 7. Contributing to the capsizing was Brennan

Marine's lack of effective procedures to ensure that the *Megan McB* was operated by a replacement pilot familiar with the electronic engine control throttles, which were unique to this one vessel in the company fleet. **MAB 14-17** [found at <http://www.nts.gov/doclib/reports/2014/MAB1417.pdf><http://www.nts.gov/doclib/reports/2014/MAB1417.pdf>] (9/18/14). *Note: The term “pilot” in this context refers to the mate on a towing vessel.*

USCG – Global Maritime Environmental Congress



Commander Ryan Allain, USCG, gave a **presentation** [found at <http://mariners.coastguard.dodlive.mil/2014/09/18/9182014-global-maritime-environmental-congress-coast-guard-remarks/><http://mariners.coastguard.dodlive.mil/2014/09/18/9182014-global-maritime-environmental-congress-coast-guard-remarks/>] at the Global Maritime Environmental Congress in Hamburg providing an overview of environmental compliance examinations; ship efficiency; and liquefied natural gas (LNG) and natural gas as marine fuels. (9/17/14).

House – bill introduced re Coast Guard JROTP



Representative Jolly (R-FL) introduced a bill (H.R. 5493) to amend the Coast Guard Authorization Act of 1989 to expand the Coast Guard Junior Reserve Officers Training Program Pilot Program to include a Coast Guard unit at Pinellas Park High School in Pinellas Park, Florida, and for other purposes. Official text of the bill is not yet available. (9/16/14).

IMO – draft IGF Code



The US Coast Guard posted the draft International Code for the Safety of Ships Using Gases or Other Low-Flashpoint Fuels (**IGF Code**) [found at [http://www.uscg.mil/hq/cg5/cg521/docs/CCC%201-WP.3%20-%20Report%20of%20the%20working%20group%20\(Working%20Group\).pdf](http://www.uscg.mil/hq/cg5/cg521/docs/CCC%201-WP.3%20-%20Report%20of%20the%20working%20group%20(Working%20Group).pdf)] including proposed SOLAS amendments. The draft IGF Code was approved by a recent session of the IMO Subcommittee on Carriage of Cargos and Containers and now goes for consideration to the IMO Marine Safety Committee (MSC) for consideration. (9/18/14).

UK – collision in Dover Strait TSS



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of the collision between the general cargo vessel

Paula C and the bulk carrier Darya Gayatri in the southwest lane of the Dover Strait Traffic Separation Scheme on 11 December 2013. While avoiding a fishing vessel, an inexperienced watch officer on the Paula C lost situation awareness and did not make effective use of either radar or AIS. The collision resulted. [Report 25-14](#) [found at http://www.maib.gov.uk/cms_resources.cfm?file=/PaulaC_DaryaGayatri.pdf] (9/18/14). *Note: UK stands for UNITED KINGDOM.*

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