

Headlines:

USCG – safety alert re replacement parts;
USCG – meeting re IMSO 23;
Marina del Rey – special anchorage area;
St. Lawrence Seaway – binding arbitration;
Court – no maritime lien;
EMSA – oil spill dispersant use policies;
ReCAAP – quarterly report;
Somalia – maritime law enforcement training;
UK – collision involving three vessels; and
UK – master fined after hitting military target.

November 4, 2014



Bryant's Maritime News

Bryant's Maritime Consulting - 4845 SW 91st Way - Gainesville, FL 32608-8135 - USA

Tel: 1-352-692-5493 – Email: dennis.l.bryant@gmail.com – Internet: <http://brymar-consulting.com>

Note: This newsletter is one section of the [Bryant's Maritime Consulting](#) website. Visit the site for more extensive maritime regulatory information. Individual concerns may be addressed by retaining [Dennis Bryant](#) 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. Having the right answer is valuable only if asked the right question.

USCG – safety alert re replacement parts



The US Coast Guard issued a safety alert following an engine room fire on a passenger vessel with 174 persons onboard. Investigation revealed that the fire started after fuel system coupling failed, allowing fuel to spray onto the main engine exhaust lagging and blankets. Repairs to the engine had resulted in replacement of the manufacturer's variable length coupling with a threaded hose barb fitting and rubber hose, which then failed. Owners and operators are cautioned to always use proper replacement parts. **Alert 12-14** [found at https://homeport.uscg.mil/cgi-bin/st/portal/uscg_docs/MyCG/Editorial/20141103/1214.pdf?id=30af664549f7809277105d65f3fa9a2334462de5] (11/3/14).

USCG – meeting re IMSO 23



The US Coast Guard will hold a public meeting on 13 November in Arlington, Virginia to prepare for the upcoming session of the Assembly of the International Mobile Satellite Organization (IMSO 23). Topics on the agenda include GMDSS performance; LRIT performance; and restructuring of the IMSO Directorate. **79 Fed. Reg. 65419** [located at <http://www.gpo.gov/fdsys/pkg/FR-2014-11-04/pdf/2014-26187.pdf>] (11/4/14).

Marina del Rey – special anchorage area



The US Coast Guard will hold a public meeting on 20 November in Marina del Rey, California to receive public comment on the proposed disestablishment of the special anchorage area at the north end of the main channel in Marina del Rey Harbor. Written comments must be received by 28 November. **79 Fed. Reg. 65361** [located at <http://www.gpo.gov/fdsys/pkg/FR-2014-11-04/pdf/2014-26185.pdf>] (11/4/14).

St. Lawrence Seaway – binding arbitration



The Great Lakes-St. Lawrence Seaway System issued a **news release** [located at <http://www.greatlakes-seaway.com/en/news/press-releases/pr20141102.html>] stating that the St. Lawrence Seaway Management Corporation (SLSMC) of Canada and UNIFOR, the bargaining agent for the SLSMC unionized employees have agreed to binding arbitration of certain important issues. The agreement also suspends the right to strike or lockout until 31 March 2018. (11/2/14).

Court – no maritime lien



In a summary order, the US Court of Appeals for the Second Circuit affirmed the award of summary judgment in favor of defendant vessel, which had been sued in rem by plaintiff company. Plaintiff had provided to a shipyard an atrium to be installed in defendant vessel. The purpose order for the atrium expressly provided that no maritime lien could be deployed with respect to the purchase order. Plaintiff failed to introduce any evidence that the defendant consented to undertake the shipyard's payment obligations. **Triodetic Inc. v. Statue of Liberty IV**, No. 13-4460-cv (2nd Cir., 3 November 2014) [located at http://www.ca2.uscourts.gov/decisions/isysquery/a46ff069-e6fa-4d4e-bf40-b4042b14a672/6/doc/13-4460_so.pdf#xml=http://www.ca2.uscourts.gov/decisions/isysquery/a46ff069-e6fa-4d4e-bf40-b4042b14a672/6/hilite/].

EMSA – oil spill dispersant use policies



The European Maritime Safety Agency (EMSA) issued a **notice** [located at <http://www.emsa.europa.eu/emsa-homepage/2-news-a-press-centre/news/618-inventory-of-national-policies-regarding-the-use-of-oil-spill-dispersants-in-the-eu.html>] announcing release of the 2014 inventory of national policies regarding use of oil spill dispersants in the EU. (10/13/14).

ReCAAP – quarterly report



The ReCAAP Information Sharing Centre posted its **Quarterly Report** for the period ending 30 September 2014 [located at http://www.recaap.org/Portals/0/docs/Latest%20IA/2014/ReCAAP%20ISC%203rd%20Quarter%20Report14_Open%20Version_171014b.pdf]. While the number of incidents of piracy and armed robbery against ships in Asian waters rose during the first half of 2014, it declined during the third quarter. (10/31/14).

Somalia – maritime law enforcement training



NATO issued a **news release** [located at <http://www.aco.nato.int/nato-counterpiracy-forces-conduct-maritime-law-enforcement-training-.aspx>] stating that Task Force 508 of NATO's counter-piracy Operation Ocean Shield conducted maritime law enforcement training of port policemen from Somalia offshore the town of Bosaaso. (10/28/14).

UK – collision involving three vessels



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of the collision involving the multipurpose cargo vessel Rickmers Dubai, the unmanned crane barge Walcon Wizard, and the tug Kingston in the southwest lane of the Dover Strait TSS on 11 January 2014. The cargo vessel and the tug-tow were proceeding southwest in the TSS at night in moderate weather. The officer of the watch was the only person on the bridge of the cargo vessel. He was relying solely on AIS for collision avoidance, not maintaining an effective visual lookout and not utilizing the radar. He did not see the barge. The tug and tow were not equipped with AIS. The cargo vessel passed between the tug and tow, catching the towline and pulling the tug astern until the towline ran free of its winch. The barge was badly damaged and the cargo vessel was holed above the waterline. **Report 29/2014** [located at http://www.maib.gov.uk/cms_resources.cfm?file=/RickmersDubai.pdf] (11/3/14).

UK – master fined after hitting military target



The UK Maritime and Coastguard Agency (MCA) issued a [news release](https://www.gov.uk/government/news/master-fined-after-wind-farm-vessel-collision-off-grimsby) [located at <https://www.gov.uk/government/news/master-fined-after-wind-farm-vessel-collision-off-grimsby>] stating that the master of a wind farm passenger transfer vessel was ordered to pay £9,702 in fines and costs after pleading guilty to breach of the Merchant Shipping Act 1995 by failing to keep a proper lookout and to be competent in using all his electronic navigational equipment. His vessel hit a large floating military target in an air weapons range while traveling at full speed. In addition to not maintaining a lookout, the master had incorrectly set his electronic navigation equipment. (10/31/14).

Join our mailing list



If you are not receiving our almost daily electronic newsletter and would like have it sent directly to your email inbox, please right-click the box below and provide your email address.

Join Our Mailing List!



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

Dennis L. Bryant

Bryant's Maritime Consulting
4845 SW 91st Way
Gainesville, FL 32608-8135
USA

1-352-692-5493
dennis.l.bryant@gmail.com
<http://brymar-consulting.com>

© Dennis L. Bryant – October 2014



Redistribution permitted with attribution