

Headlines:

Mid-Atlantic coast – buoy alteration proposed;
USCG – OPA 90 single-hull phase-out nears completion;
BSEE – first OIITP graduates;
Court – missing the LOL window; and
Canada – cargo crane warning.

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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. Better to light one candle than curse your flashlight.

Mid-Atlantic coast – buoy alteration proposed



In the most recent edition of its Local Notice to Mariners, the Fifth Coast Guard District proposes the improving, relocating, replacing, or discontinuing of 39 coastal buoys in waters between southern New Jersey and North Carolina. Operative language is found on pages 16-20 of the LNM. Comments from mariners are requested by 13 January 2015. [LNM 48/14](http://www.navcen.uscg.gov/pdf/lnms/lnm05482014.pdf) [located at <http://www.navcen.uscg.gov/pdf/lnms/lnm05482014.pdf>] (12/2/14). *Note: This item was brought to my attention by my good friend John Harms of the [American Waterways Operators](http://www.americanwaterways.com).*

USCG – OPA 90 single-hull phase-out nears completion



The US Coast Guard issued a [notice](http://mariners.coastguard.dodlive.mil/2014/12/05/1252014-opa-90-single-hull-tank-vessel-phase-out-finalizing-on-january-1/) [located at <http://mariners.coastguard.dodlive.mil/2014/12/05/1252014-opa-90-single-hull-tank-vessel-phase-out-finalizing-on-january-1/>] reminding stakeholders that the final deadline for phase-out of single-hull oil tankers in US waters, as mandated by the Oil Pollution Act of 1990 (OPA 90) is 1 January 2015.

(12/5/14). *Note: Credit for the smooth phase-out process goes to the tanker industry and the hard work of those at USCG Headquarters, particularly the OPA 90 Staff and affiliated personnel.*

BSEE – first OIITP graduates



The Bureau of Safety and Environmental Enforcement (BSEE) issued a **press release** [located at <http://www.bsee.gov/BSEE-Newsroom/BSEE-News-Briefs/2014/BSEE-Director-Addresses-First-Graduates-of-the-Offshore-Incident-Investigation-Training-Program/>] that the Offshore Incident Investigations Training Program (OIITP), held at the Federal Law Enforcement Training Center (FLETC) in Charleston, graduated its first class of investigators. BSEE Director Brian Salerno delivered the commencement address. (12/5/14).

Court – missing the LOL window



The US Court of Appeals for the Fifth Circuit ruled that a dredge owner is not entitled to limitation of liability to claimants following a fatal allision between a fishing vessel and the dredge's pipe because the petition for exoneration or limitation of liability was not filed within six months after claimants' counsel and owner's counsel had exchanged a series of letters constituting notice of a potential claim that had a reasonable possibility of exceeding the value of the dredge. **In re: RLB Contracting**, No. 14-40326 (5th Cir., December 3, 2014) [located at <http://www.ca5.uscourts.gov/opinions/pub/14/14-40326-CV0.pdf>]. *Note: This item was brought to my attention by my good friend Keith Heard of **Burke & Parsons**.*

Canada – cargo crane warning



The Canadian Transportation Safety Board (TSB) issued a **news release** [located at <http://www.tsb.gc.ca/eng/medias-media/communiqués/marine/2014/m14c0161-20141124.asp>] warning of the potential risk relating to cargo cranes aboard certain bulk carriers. On 13 August 2014, the bulk carrier Seapace sustained a failure of its cargo crane #4. The slewing ring bearing broke apart and the complete cabin and jib assemblies collapsed into a cargo hold, injuring the crane operator. There is a possibility that the same progressive failure of a slewing ring bearing will occur on any vessel fitted with similar cargo handling cranes. (11/24/14).

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