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White House – cybersecurity information sharing;
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USCG – maritime cybersecurity standards;
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Court – BP not Transocean additional insured;
EMSA – overview of marine casualties;
ReCAAP – January report; and
Sea Empress grounding & salvage – 15-21 February 1996.

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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. Soon after a new safety device is invented, innovative mariners develop a work-around.

White House – cybersecurity information sharing



President Obama issued an **Executive Order** [located at <http://www.whitehouse.gov/the-press-office/2015/02/13/executive-order-promoting-private-sector-cybersecurity-information-sharing>] to promote private sector cybersecurity information sharing. (2/13/15).

Antarctic – icebreaker frees beset fishing vessel



The US Coast Guard issued a **news release** [located at <http://www.uscgnews.com/go/doc/4007/2462906/>] stating that the icebreaker

Polar Star has reached the fishing vessel beset in Antarctic ice. Using a remotely operated vehicle, it will assess the damage to the fishing vessel and then either escort or tow the fishing vessel out of the ice and to another vessel waiting in open water to continue the tow to port. A [second news release](http://www.uscgnews.com/go/doc/4007/2463142/) [located at <http://www.uscgnews.com/go/doc/4007/2463142/>] states that Polar Star has towed the fishing vessel to a small portion of open water to test the vessel's propulsion system prior to the 60-mile voyage to the open seas. Maritime New Zealand issued a [media release](http://www.maritimenz.govt.nz/news/media-releases-2014/20150216b.asp) [located at <http://www.maritimenz.govt.nz/news/media-releases-2014/20150216b.asp>] announcing that Polar Star successfully escorted the fishing vessel to the open seas, where it was met by another fishing vessel that will escort it toward port in New Zealand. (2/16/15).

Seattle – protest results in MMC suspension



The US Coast Guard issued a [news release](http://www.uscgnews.com/go/doc/4007/2462130/) [located at <http://www.uscgnews.com/go/doc/4007/2462130/>] stating that a federal judge approved a settlement between the Coast Guard and the operator of a tug resulting in a two-month suspension of the operator's Merchant Marine Credential (MMC), mandatory attendance at an anger management class, and a 24-month probationary period. The Coast Guard found that the operator had directly endangered the passengers and crew of multiple Washington State ferries by purposely hindering safe transits during rush hour traffic in Elliot Bay near Seattle on 7 October 2014. The tug operator contended that these were acts of civil disobedience to protest an on-water obstruction to the tug's attempt to moor. (2/13/15).

USCG – CIRCAC



The US Coast Guard issued a notice stating that it has recertified the Cook Inlet Regional Citizens' Advisory Council (CIRCAC) as an alternative voluntary advisory group to monitor activities of terminal facilities and crude oil tankers under the Cook Inlet Program. [80 Fed. Reg. 8335](http://www.gpo.gov/fdsys/pkg/FR-2015-02-17/pdf/2015-03187.pdf) [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-02-17/pdf/2015-03187.pdf>] (2/17/15).

USCG – maritime cybersecurity standards



The US Coast Guard has extended, until 15 April, the period within which to submit comments on its proposed guidance on maritime cybersecurity standards. [80 Fed. Reg. 8336](http://www.gpo.gov/fdsys/pkg/FR-2015-02-17/pdf/2015-03205.pdf) [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-02-17/pdf/2015-03205.pdf>] (2/17/15).

DOE – application to export LNG



The Department of Energy (DOE) has extended, until 12 March, the period within which to submit comments on the application of SCT&E LNG, LLC to export liquefied natural gas (LNG). **80 Fed. Reg. 8295** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-02-17/pdf/2015-03145.pdf>] (2/17/15).

FMC – Port Environmental Initiatives Forum



The Federal Maritime Commission (FMC) issued a **news release** [located at <http://www.fmc.gov/2015-port-environmental-forum/>] announcing that the 2015 Port Environmental Initiatives Forum – Collaborating with Competitors: Challenges, Goals, and Success Stories in Addressing Environmental Concerns – will be held on 20 February in Washington, DC. (2/12/15).

House – bill introduced to lift Cuban trade embargo



Representative Serrano (D-NY) introduced the **Cuba Reconciliation Act** (H.R. 735) [located at <http://www.gpo.gov/fdsys/pkg/BILLS-114hr735ih/pdf/BILLS-114hr735ih.pdf>] to lift the trade embargo on Cuba, and for other purposes. (2/4/15).

California – SLC meeting



The California State Lands Commission (SLC) will meet in Sacramento on 20 February. Among the items on the **agenda** [located at http://www.slc.ca.gov/Meeting_Summaries/02-20-15/Agenda.htm] is consideration of opposing federal legislation that would preempt states' authority to address vessel discharges. (2/9/15).

Court – BP not Transocean additional insured



The Texas Supreme Court ruled that BP is not covered under Transocean insurance policies for damages arising from subsurface pollution because, under their drilling contract, BP assumed liability for such claims. **In re Deepwater Horizon**, No. 13-0670 (Texas, February 13, 2015) [located at <http://www.txcourts.gov/media/847147/130670.pdf>]. *Note: This item was first brought to my attention by my good friend John Driscoll.*

EMSA – overview of marine casualties



The European Maritime Safety Agency (EMSA) posted its **Annual Review of Marine Casualties and Incidents**, providing a high-level analysis of accidents reported in the European Marine Casualty Information Platform during the years 2011-2013. (1/30/15).

ReCAAP – January report



The ReCAAP Information Sharing Centre posted its **January report** [located at <http://www.recaap.org/Portals/0/docs/Reports/2015/ReCAAP%20ISC%20January%202015%20Report.pdf>] stating that a total of ten incidents of robbery onboard ships were reported in Asia during the month, with no reported incidents of piracy. There has been a continuous decline in the number of reported incidents during the past three months. On the other hand, there were only eight reported incidents during January 2014. (2/13/15).

Sea Empress grounding & salvage – 15-21 February 1996



On 15 February 1996, the tanker **Sea Empress** grounded while entering the port of Milford Haven, spilling approximately 2,500 tons of its cargo of crude oil. The vessel was quickly refloated and anchored in deep water in preparation for lightening some of the remaining cargo. Gale force winds drove the tanker aground again, spilling an additional 69,300 tons of crude oil. The tanker was finally refloated again on 21 February and salvage was completed. Investigation revealed that the initial grounding was due to pilot error, arising from inexperience alone. The subsequent grounding was the result, in part, of insufficient tugs of appropriate power and maneuverability, together with a lack of full understanding of local tidal currents.

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

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