

## Headlines:

Biloxi – waterway blocked by landslide;  
USCG – sailors rescued from remote island;  
BSEE & BOEM – drilling on Arctic OCS;  
FEMA – EHP reviews re grant activities;  
OFAC – Cuban FAQs updated;  
Senate – bill introduced re navigable waters definition;  
Senate – bill introduced re USCG commemorative coin;  
Senate – bill introduced re bulk cargo residue;  
Court – maintenance and cure;  
Court – maritime lien;  
IMO – transboundary oil pollution; and  
Deepwater Horizon explosion and fire – 20 April 2010.

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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 welcome any criticism that you have so long as it does not affect me.*

## **Biloxi – waterway blocked by landslide**



The US Coast Guard issued a [news release](http://www.uscgnews.com/go/doc/4007/2494026/) [located at <http://www.uscgnews.com/go/doc/4007/2494026/>] stating that the Biloxi Industry Seaway has been closed due to a landslide. Following heavy rain, trees and other debris have blocked the channel. A survey is being coordinated and a restoration plan is being developed. (4/18/15).

## **USCG – sailors rescued from remote island**



The US Coast Guard issued a [news release](http://www.uscgnews.com/go/doc/4007/2492762/) [located at <http://www.uscgnews.com/go/doc/4007/2492762/>] stating that two sailors

were rescued from a remote island in Kiribati by the cruise ship Celebrity Solstice. Their sailboat had grounded on a coral reef while en route from Tahiti to Hawaii. One of the sailors called his wife by satellite phone and she alerted the Coast Guard, which asked the cruise ship to divert. (4/16/15).

### **BSEE & BOEM – drilling on Arctic OCS**



The Bureau of Safety and Environmental Enforcement (BSEE) and the Bureau of Ocean Energy Management (BOEM) have extended, until 27 May, the period within which to submit comments on the proposed requirements for exploratory drilling on the Arctic outer continental shelf (OCS). [80 Fed. Reg. 21670](http://www.gpo.gov/fdsys/pkg/FR-2015-04-20/pdf/2015-09035.pdf) [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-04-20/pdf/2015-09035.pdf>] (4/20/15).

### **FEMA – EHP reviews re grant activities**



The Federal Emergency Management Agency (FEMA) issued a bulletin reminding recipients of assistance awards administered by the Grant Programs Directorate that the costs associated with the preparation, conduct, and completion of any required environmental planning and historic preservation (EHP) reviews are the responsibility of the grant recipient. [Information Bulletin No. 404](#) (4/13/15).

### **OFAC – Cuban FAQs updated**



The Office of Foreign Assets Control (OFAC) posted [updated FAQs](#) [located at [http://www.treasury.gov/resource-center/sanctions/Programs/Documents/cuba\\_faqs\\_new.pdf](http://www.treasury.gov/resource-center/sanctions/Programs/Documents/cuba_faqs_new.pdf)] regarding US economic sanctions regarding Cuba. (4/16/15).

### **Senate – bill introduced re navigable waters definition**



Senator Paul (R-KY) introduced a bill (S. 980) to clarify the definition of navigable waters, and for other purposes. Official text of the bill is not yet available. (4/16/15).

### **Senate – bill introduced re USCG commemorative coin**



Senator Murphy (D-CT) introduced a bill (S. 985) to require the Secretary of the Treasury to mint coins in commemoration of the United States Coast Guard. Official text of the bill is not yet available. (4/16/15).

## Senate – bill introduced re bulk cargo residue



Senator Coats (R-IN) introduced a bill (S. 989) to amend the Harmonized Tariff Schedule of the United States to exempt from duty residue of bulk cargo contained in instruments of international traffic previously exported from the United States. Official text of the bill is not yet available. (4/16/15).

## Court – maintenance and cure



The US Court of Appeals for the Second Circuit affirmed the award of compensatory damages, punitive damages, and attorneys' fees in a maintenance and cure case where the jury found willful misconduct on the part of defendant employer with regard to payment of maintenance and cure, as well as pain and suffering incurred by plaintiff seaman as a result of failure to pay maintenance and cure. **Hicks v. Tug Patriot**, No. 13-1976-cv (2nd Cir., April 17, 2015).

## Court – maritime lien



The US Court of Appeals for the Fourth Circuit affirmed the enforcement of a maritime lien for the supply of bunkers to a vessel, applying the Federal Maritime Lien Act and Greek law. **World Fuel Services Trading v. Hebei Prince Shipping**, No. 14-1434 (4th Cir., April 17, 2015).

## IMO – transboundary oil pollution



The Danish Maritime Authority (DMA) issued a **news release** [located at <http://www.dma.dk/news/Sider/TransboundaryoilpollutiondebatedinIMO.aspx>] stating that a working group led by Denmark and Indonesia met at the IMO on 13 April to consider the need to regulate the issue of transboundary oil pollution. (4/17/15).

## Deepwater Horizon explosion and fire – 20 April 2010



Five years ago, on 20 April 2010, the **MODU Deepwater Horizon**, engaged in drilling for oil and gas in the Gulf of Mexico, suffered a catastrophic explosion and fire. Eleven workers died. Due primarily to the heroic efforts of the crew of the OSV Damon B. Bankston, the other 115 persons on the MODU were evacuated safely. A massive oil spill ensued; the cleanup has been completed; and restoration work is slowly beginning. Many of the damage claims

have been settled and litigation is ongoing. While root causation and ultimate responsibility for this casualty continue to be disputed, it is clear that the tragic incident was preventable.

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