

## Headlines:

Rhode Island Sound – temporary safety zone;  
Chicago Sanitary & Ship Canal – safety zone;  
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Cook Inlet – waterway suitability assessment;  
MARAD – LNG DWP license application;  
Senate – bill introduced re fire-retardant materials;  
ReCAAP – incidents during first half of 2015;  
Australia – crew member death;  
Panama Canal – June operations; and  
UK – collision due to mutual failures.

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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. My train of thought left the station without me.*

## Rhode Island Sound – temporary safety zone



The US Coast Guard promulgated a rule establishing a temporary safety zone on waters of Rhode Island Sound at the five locations where the Block Island Wind Farm (BIWF) wind turbine generator foundations will be constructed. The safety zone will be in effect through 30 September. **80 Fed. Reg. 42034** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-07-16/pdf/2015-17484.pdf>] (7/16/15).

## Chicago Sanitary & Ship Canal – safety zone



The US Coast Guard issued a notice stating that during specified times from 17 August through 18 September it will enforce the safety zone on the

Chicago Sanitary and Ship Canal between mile marker 286 and mile marker 286.5 in support of the Fish and Wildlife Service (FWS) trial tests for Asian carp studies. **80 Fed. Reg. 42037** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-07-16/pdf/2015-17459.pdf>] (7/16/15).

### **Chicago Sanitary & Ship Canal – safety zone**



The US Coast Guard issued a notice stating that during specified times from 3 August through 18 September it will enforce the safety zone on the Chicago Sanitary and Ship Canal between mile marker 296.1 and mile marker 296.7 in support of the Fish and Wildlife Service (FWS) trial tests for Asian carp studies. **80 Fed. Reg. 42036** [located at ] (7/16/15).

### **Cook Inlet – waterway suitability assessment**



The US Coast Guard issued a notice stating that it seeks comments on a Letter of Intent (LOI) and Waterway Suitability Assessment (WSA) for a proposed project to construct a marine terminal as part of a liquefaction facility in Nikiski, Alaska on Cook Inlet. Comments must be received by 14 October. **80 Fed. Reg. 42104** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-07-16/pdf/2015-17461.pdf>] (7/16/15).

### **MARAD – LNG DWP license application**



The Maritime Administration (MARAD) issued a notice stating that it and the US Coast Guard have received an application from Delfin LNG, LLC for the licensing of a liquefied natural gas (LNG) export deepwater port (DWP) to be constructed in the Gulf of Mexico off Louisiana. **80 Fed. Reg. 42162** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-07-16/pdf/2015-17465.pdf>] (7/16/15).

### **Senate – bill introduced re fire-retardant materials**



Senator Brown (D-OH) introduced a bill (**S. 1717**) [located at <http://www.gpo.gov/fdsys/pkg/BILLS-114s1717is/pdf/BILLS-114s1717is.pdf>] to amend title 46, United States Code, to exempt old vessels that only operate within inland waterways from the fire-retardant materials requirement if the owners of such vessels make annual structural alterations to at least 10 percent of the areas of the vessels that are not constructed of fire-retardant materials. (7/8/15).

## ReCAAP – incidents during first half of 2015



The ReCAAP Information Sharing Centre issued a **summary** [located at <http://www.recaap.org/Portals/0/docs/Reports/2015/ReCAAP%20ISC%20Single-sheet%20summary%20for%20Half%20Yearly%20Report%202015.pdf>] of the incidents of piracy and armed robbery against ships in Asia during the period January-June 2015. A total of 106 such incidents were reported, as compared with 90 during the same period in 2014. (7/15/15).

## Australia – crew member death



The Australian Transport Safety Bureau (ATSB) issued a **notice** [located at [http://www.atsb.gov.au/publications/investigation\\_reports/2015/mair/322-mo-2015-005.aspx](http://www.atsb.gov.au/publications/investigation_reports/2015/mair/322-mo-2015-005.aspx)] stating that it is investigating a fatal accident on board the anchor handling supply vessel *Skandi Pacific* 166 km NW of Karartha, WA (on the Northwest Shelf). During the early hours of 14 July, *Skandi Pacific* stopped working cargo with a drilling platform due to heavy weather. While attempting to shelter from the weather and secure cargo, a wave came over the back deck of the vessel and shifted cargo. A crew member was attempting to secure cargo when he was crushed between a moving mini-container and a cargo skip. He was removed to the nearby drill platform to receive medical assistance but died of his injuries. (7/15/15).

## Panama Canal – June operations



The Panama Canal Authority (ACP) issued an advisory summarizing Canal operations during June. It also includes a schedule of locks maintenance outages for the remainder of the fiscal year. **Advisory 20-2015** [located at <http://www.pancanal.com/common/maritime/advisories/2015/a-20-2015.pdf>] (7/6/15).

## UK – collision due to mutual failures



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of the collision between the chemical tanker Orakai and the beam trawler Margriet in the North Sea on 21 December 2014 in gale force winds. The tanker was transiting on autopilot on a course of 220° and a speed of 10.5 knots. The trawler was ahead of the tanker on a similar course, but at a speed of five knots. On the tanker, the officer of the watch went below on an errand, telling the ordinary seaman serving as lookout to call him if they got within a mile of the trawler. On the trawler, the officer of the watch was totally unaware of the presence of the tanker aft. The trawler changed course, making a

collision highly likely. The lookout on the tanker tried to call the officer of the watch, but without success. The vessels collided, causing serious damage to the trawler, which spilled eight tons of diesel fuel. The tanker incurred minor damage. [Report 16-2015](https://assets.digital.cabinet-office.gov.uk/media/559d3c62ed915d1592000032/MAIBInvReport-16_2015.pdf) [located at [https://assets.digital.cabinet-office.gov.uk/media/559d3c62ed915d1592000032/MAIBInvReport-16\\_2015.pdf](https://assets.digital.cabinet-office.gov.uk/media/559d3c62ed915d1592000032/MAIBInvReport-16_2015.pdf)] (7/9/15).

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

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