

Headlines:

USCG – MMC credential production improvements;
OFAC – sanctions re Crimea;
EPA – award for “geofencing”;
House – bill introduced to lift Cuba trade embargo;
House – bill introduced re multimodal freight network;
House – Coast Guard resolution introduced;
Senate – bill introduced re ICOOS;
Australia – absence of lookouts;
Canada – enhancement of Arctic marine safety; and
Collection of Duties Act – 31 July 1789.

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Bryant's Maritime News

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USCG – MMC credential production improvements



The USCG National Maritime Center (NMC) issued a **bulletin** [located at http://www.uscg.mil/nmc/announcements/pdfs/credential_production_improvements_announcement.pdf] announcing planned improvements in the processes used to create merchant mariner credentials (MMCs), improving both the quality and security of these documents. Previously-issued documents will remain valid until their listed expiration dates. (7/30/15).

OFAC – sanctions re Crimea



The Office of Foreign Assets Control (OFAC) issued a **notice** [located at <http://www.treasury.gov/resource-center/sanctions/OFAC->

Enforcement/Pages/20150730.aspx] announcing additions to its sectoral sanctions identification list with respect to the economic sanctions related to the situation in Crimea. The list includes various ports in the Crimea, as well as various energy-related entities. (7/30/15).

EPA – award for “geofencing”



The Environmental Protection Agency (EPA) issued a **news release** [located at <http://yosemite.epa.gov/opa/admpress.nsf/docf6618525a9efb85257359003fb69d/3c1e939ab50e4cbf85257e920055ado7!OpenDocument>] stating that the Coastal and Marine Operations (CAMO) Group will receive a Second Place 2015 Gulf Guardian Award for its environmental accomplishments in the Gulf of Mexico. The CAMO Group is using technology called “geofencing” to prevent oil spills. The system works to monitor activity near pipelines and warns vessels against dropping anchor and potentially striking a pipeline and causing a spill. (7/30/15).

House – bill introduced to lift Cuba trade embargo



Representative Emmer (R-MN) introduced the **Cuba Trade Act of 2015** (H.R. 3238) [located at <http://www.gpo.gov/fdsys/pkg/BILLS-114hr3238ih/pdf/BILLS-114hr3238ih.pdf>] to lift the trade embargo on Cuba, and for other purposes. Representative Emmer issued a **press release** [located at <https://emmer.house.gov/media-center/press-releases/emmer-castor-introduce-legislation-lift-cuba-embargo>] explaining the measure. (7/28/15).

House – bill introduced re multimodal freight network



Representative Reichert (R-WA) introduced a bill (H.R. 3398) to improve the condition and performance of the national multimodal freight network, and for other purposes. Official text of the measure is not yet available. (7/29/15).

House – Coast Guard resolution introduced



Representative Hunter (R-CA) introduced a resolution (H.Con.Res. 68) expressing the sense of Congress regarding the 225th anniversary of the establishment of the Coast Guard. Official text of the measure is not yet available. (7/29/15).

Senate – bill introduced re ICOOS



Senator Wicker (R-MS) introduced a bill (S. 1886) to reauthorize the Integrated Coastal and Ocean Observation System Act of 2009 and for other purposes. Official text of the measure is not yet available. (7/29/15).

Australia – absence of lookouts



The Australian Transport Safety Bureau (ATSB) issued the report of its investigation of the collision between the container ship Kota Wajar and the yacht Blazing Keel in Moreton Bay on 6 July 2014. The collision occurred at about 0419, in clear visibility. The container ship was southbound in the main channel, while the yacht, with two persons on board, was headed southwest. No one on either vessel observed the other vessel prior to the collision. The container ship had two deck officers, a helmsman, and a pilot on the bridge, but there was no dedicated lookout. On the yacht, the master/owner and his wife were both below deck. There were no serious injuries and the yacht, though damaged, survived the collision. **MO-2014-006** [located at http://www.atsb.gov.au/media/5320233/mo2014006_final.pdf] (7/30/15).

Canada – enhancement of Arctic marine safety



The Government of Canada issued a **news release** [located at <http://news.gc.ca/web/article-en.do?mthd=tp&crtr.page=2&nid=1012079&crtr.tp1D=1>] stating that it is investing \$22.7 million over five years to improve the safety of marine transportation in the Arctic. Multi-beam sonar systems will be installed on Canadian Coast Guard icebreakers. Coast Guard Auxiliary presence in remote Arctic locations will be enhanced. Marine navigation services and infrastructure in the Arctic will be enhanced. (7/30/15).

Collection of Duties Act – 31 July 1789



Getting a new nation started is a complex operation. After the adoption of the Constitution by the various states of the United States, there were elections for President and for the House of Representatives, as well as appointments to the Senate. Then, these august gentlemen (august gentlewomen were not invited) got together and began enacting legislation. On 4 July 1789, in one of their first official actions, they assessed duties on arriving vessels. It then

occurred to someone that they had failed to provide for the payment of those duties. Therefore, on 31 July 1789, Congress adopted the **Collection of Duties Act**, which required vessels arriving in ports of the United States to actually pay the previously imposed duties. President George Washington appointed the various Collectors of Customs in August 1789.

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

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