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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. Unattended children will be given a cup of espresso and a free kitten.*

## **White House – icebreaker acquisition to be accelerated**



The White House issued a **Fact Sheet** [located at <https://www.whitehouse.gov/the-press-office/2015/09/01/fact-sheet-president-obama-announces-new-investments-enhance-safety-and>] announcing, among

other things, that the Administration will propose to accelerate acquisition of a replacement heavy icebreaker to 2020 from 2022, begin planning for construction of additional icebreakers, and call on Congress to work with the Administration to provide sufficient resources to fund these critical investments. Additionally, measures will be taken to enhance marine safety and to study marine biodiversity in the Arctic. (9/1/15).

### **USCG – proposed icebreaker acquisition**



The US Coast Guard issued a [news release](http://www.uscgnews.com/go/doc/4007/2591978/) [located at <http://www.uscgnews.com/go/doc/4007/2591978/>] stating that President Obama’s proposed acceleration of USCG icebreaker acquisition demonstrates that the United States is an Arctic nation and affirms the Coast Guard’s role in providing assured access to the polar regions. The Coast Guard looks forward to working with the Administration, Congress, and other Arctic stakeholders to ensure that these platforms meet national security objectives. (9/2/15).

### **USCG – acceptable NOAD formats**



The USCG National Vessel Movement Center (NVMC) issued a [notice](http://www.nvmc.uscg.gov/NVMC/(S(lwd3doufg3omx5ts3sxjno4j))/News.aspx?newsId=F812470D-7C59-4673-8FoA-AD63243BBACF) [located at [http://www.nvmc.uscg.gov/NVMC/\(S\(lwd3doufg3omx5ts3sxjno4j\)\)/News.aspx?newsId=F812470D-7C59-4673-8FoA-AD63243BBACF](http://www.nvmc.uscg.gov/NVMC/(S(lwd3doufg3omx5ts3sxjno4j))/News.aspx?newsId=F812470D-7C59-4673-8FoA-AD63243BBACF)] stating that, as per the newly published Notice of Arrival/Departure (NOAD) regulation, found at 33 CFR Chapter 160, the NVMC will only be accepting NOAD submissions by four specified methods. In addition, as of 30 September, the NVMC will no longer accept NOAD submissions that contain NOAD information as text within the body of emails or attachments of scanned documents. Details regarding the four specified submittal methods may be found in the linked notice. (8/31/15).

### **USCG – out-of-water survival craft**



The US Coast Guard issued a Marine Safety Information Bulletin (MSIB) reminding stakeholders that, not later than 26 February 2016, small passenger vessels must have on board an approved survival craft that “ensures that no part of an individual is immersed in water. [MSIB 09-15](http://www.uscg.mil/msib/docs/009_15_8-28-15.pdf) [located at [http://www.uscg.mil/msib/docs/009\\_15\\_8-28-15.pdf](http://www.uscg.mil/msib/docs/009_15_8-28-15.pdf)] (8/26/15).

### **USCG – 2014 PSC annual report**



The US Coast Guard posted its [2014 Port State Control Annual Report](#) [located at [http://www.uscg.mil/pstc/2014-annual-report](#)]

[http://www.uscg.mil/hq/cgcvc/cvc2/annual\\_report/annualrpt14.pdf](http://www.uscg.mil/hq/cgcvc/cvc2/annual_report/annualrpt14.pdf)]. The report provides key statistics related to enforcement of international requirements with regard to foreign flag vessels calling in US ports. (9/1/15).

### **USCG – safety alert re fatigue**



The US Coast Guard issued a Safety Alert regarding the impact of fatigue on maritime safety, focusing on the increased frequency of groundings by uninspected commercial fishing vessels due to the person at the wheel falling asleep. **Alert 08-15** [located at <http://www.uscg.mil/hq/cg5/cg545/alerts/0815.pdf>] (9/1/15).

### **USCG – address change for VRP program**



The US Coast Guard issued a **notice** [located at [http://mariners.coastguard.dodlive.mil/2015/09/01/912015-vessel-response-program-address-change/?utm\\_source=feedburner&utm\\_medium=email&utm\\_campaign=Feed%3A+MaritimeCommons+%28Maritime+Commons%29](http://mariners.coastguard.dodlive.mil/2015/09/01/912015-vessel-response-program-address-change/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+MaritimeCommons+%28Maritime+Commons%29)] announcing a change to the mailing address for the Vessel Response Plan (VRP) program. The change enters into effect immediately. (9/1/15).

### **USCG – NMC open house on 15 September**



The USCG National Maritime Center (NMC) issued a **notice** [located at [http://www.uscg.mil/nmc/announcements/pdfs/nmc\\_open\\_house\\_update.pdf](http://www.uscg.mil/nmc/announcements/pdfs/nmc_open_house_update.pdf)] announcing that its open house will be held on Tuesday, 15 September from 08300 until 1530. Space is limited. Early registration is recommended. (8/28/15).

### **FMC – additional information requested re OAKMTOA**



The Federal Maritime Commission (FMC) issued a **news release** [located at <http://www.fmc.gov/NR15-14/>] stating that it is requesting additional information concerning a proposed amendment to the Oakland MTO Agreement (OAKMTOA) from the five container terminal operators that are party thereto. This request for additional information delays to effectiveness of the proposed amendment. (9/2/15).

## BSEE – Pacific Regional Director sought



The Bureau of Safety and Environmental Enforcement (BSEE) issued a **press release** [located at <http://www.bsee.gov/BSEE-Newsroom/BSEE-News-Briefs/2015/BSEE-To-Hire-Pacific-Region-Director/>] stating that it is soliciting applications from qualified individuals for the position of Regional Director for the Pacific Region, located in Camarillo, California. Applications must be received by 30 September. (9/1/15).

## NTSB – OSV allision with offshore platform



The National Transportation Safety Board (NTSB) issued the report of its investigation of the allision of the offshore supply vessel (OSV) Tristan Janice with a natural gas production platform in the Gulf of Mexico on 18 February 2014. No one was injured and there was no water pollution, however the OSV and the platform suffered significant damage and a substantial amount of natural gas escaped into the atmosphere. The probable cause of the allision was poor watchkeeping and operational practices on OSV and the vessel owner's inadequate procedures and oversight of the vessel's safety management system.

**MAB 15-18** [located at <http://www.nts.gov/investigations/AccidentReports/Reports/MAB1518.pdf>] (8/31/15).

## MARAD – hydrogen fuel cell field trials



The Maritime Administration (MARAD) issued a **news release** [located at [http://www.marad.dot.gov/newsroom/news\\_release/2015/maritime-administration-celebrates-deployment-of-maritime-fuel-cell-project/](http://www.marad.dot.gov/newsroom/news_release/2015/maritime-administration-celebrates-deployment-of-maritime-fuel-cell-project/)] announcing the launch of field trials for the first prototype hydrogen fuel cell unit to power onboard refrigerated containers. (8/28/15).

## NOAA – sunken lightship to be surveyed



The National Oceanic and Atmospheric Administration (NOAA) issued a **news release** [located at <http://sanctuaries.noaa.gov/news/press/2015/lv-71.html>] stating that, in cooperation with the US Coast Guard and the Bureau of Ocean Energy Management (BOEM), it has begun a survey of the historic wreck Diamond Shoals Lightship No. 71, the only American lightship to be sunk on enemy action during World War I. The lightship, off Cape Hatteras, was sunk on 6 August 1918 by a German U-boat after reporting by radio that a submarine had sunk a

commercial vessel and was in the vicinity. The crew of the lightship was able to escape before the lightship sank. (8/28/15).

### Australia – kangaroo collision



The Australian Transport Safety Bureau (ATSB) issued a **notice** [located at [http://www.atsb.gov.au/publications/investigation\\_reports/2015/aair/ao-2015-102.aspx](http://www.atsb.gov.au/publications/investigation_reports/2015/aair/ao-2015-102.aspx)] stating that it opened an investigation into a collision between an aircraft and a kangaroo on landing at Thangool Airport, Queensland on 1 September. The aircraft, a Fairchild SA227, suffered damage to its right engine and propeller. The kangaroo failed to file the required accident report. (9/1/15). *Note: This item has no maritime component, but I couldn't resist including it.*

### India – proposed new Merchant Shipping Bill



The Indian Directorate General of Shipping (DGS) issued a **notice** [located at <http://dgshipping.gov.in/WriteReadData/News/201509020317097877355MSAct-NoticeInvitingCommentsonWebsite.pdf>] stating that comment is sought on a proposed new Merchant Shipping Bill to replace the extant Merchant Shipping Act 1958. Comment must be received by 2 October. (9/2/15).

### New Zealand – promoting maritime careers



Maritime New Zealand issued a **media release** [located at <http://www.maritimenz.govt.nz/news/media-releases-2015/20150902a.asp>] stating that a worldwide shortage of over 42,500 merchant marine officers is expected by 2019. Maritime New Zealand has teamed up with New Zealand's maritime industry to encourage young people to train for maritime careers. (9/2/15).

### Panama Canal – draft restriction suspended



The Panama Canal Authority (ACP) issued an advisory stating that, due to additional rainfall and water conservation measures, it is suspending the first draft restriction that was scheduled to go into effect on 8 September. **Advisory 27-2015** [located at <http://www.pancanal.com/common/maritime/advisories/2015/a-27-2015.pdf>]

## Singapore – anchorage usage optimization



The Singapore Maritime and Port Authority (MPA) issued a Port Marine Circular announcing adoption of measures to optimize usage in the Singapore Port. As a first step, it is introducing a 36-hour limit on anchorage stay for vessels without activity. Vessels that stay beyond 36 hours without a valid reason may be directed to leave port. **Circular 09-2015** [located at [http://www.mpa.gov.sg/sites/circulars\\_and\\_notices/pdfs/port\\_marine\\_circulars/pc15-09.pdf](http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/port_marine_circulars/pc15-09.pdf)] (9/1/15).

## Sinking of SS Princess Alice – 3 September 1878



The passenger paddle steamer Princess Alice was built in 1865. It operated primarily as an excursion steamer on the River Thames, carrying sightseers from London to Gravesend and back. On 3 September 1878, it departed in the morning for a “Moonlight Trip”, transiting to Gravesend so that passengers could spend several pleasant hours touring Rosherville Gardens and other sights, and then returning to London in the moonlight after sunset. Princess Alice was behind schedule that night, fighting the tide. It was to stop at the North Woolwich Pier, near the Royal Victoria Gardens and just downriver from the present-day Thames Barrier, to drop off some passengers. In accord with a common practice of the day, the master stayed in the slack water on the south side of the river for as long as possible while transiting Gallions Reach, just before arrival at the pier. Meanwhile, the much larger coal carrier SS Bywell Castle was proceeding downbound. Observing the lights of the Princess Alice near the south shore of the river, the Bywell Castle set course for a starboard-to-starboard passing. Princess Alice altered course sharply to reach the pier, apparently not sighting the rapidly approaching Bywell Castle. The coal carrier rammed the passenger vessel amidships, splitting it in two. The Princess Alice sank within four minutes. Only one hour before, the twice-daily releases of 75 million imperial gallons of raw sewage from the sewer outfalls just upstream had occurred. Of the approximately 800 persons on board Princess Alice, over 650 died, either as a direct result of the impact or by drowning in the sewage-laden waters. Public opinion blamed the Bywell Castle’s master for the casualty, even though he fully complied with the collision regulations and was exonerated by the subsequent official inquiry. The master of the Princess Alice, who died in the casualty, was found to have violated the collision regulations. The Marine Police Force was made responsible to marine safety on the River Thames. Shortly thereafter, London sewage was taken by barge and dumped at sea, rather than in the river. The incident remains to this day as the single greatest loss of life on the River Thames.

## UK – Red Ensign Day – 3 September 2015



Merchant Navy Day (more commonly called “Red Ensign Day”) is commemorated on Thursday, 3 September 2015. It honors the merchant mariners who served and are serving on UK-flag vessels worldwide. More information regarding the flag flown by British merchant vessels is available at [Red Ensign](http://en.wikipedia.org/wiki/Red_Ensign). [[http://en.wikipedia.org/wiki/Red\\_Ensign](http://en.wikipedia.org/wiki/Red_Ensign)] (9/3/15).

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

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