

Headlines:

White House – sanctions re Iran;
CBP – ACE Export Manifest test correction;
FERC – Cameron LNG expansion;
USN – tug to search for El Faro;
USN – anatomy of a cyber intrusion;
EPA – carriers honored for supply chain efficiency;
USCG – temporary certificates of documentation;
UNCTAD – maritime transport review; and
Sinking of ferry George Prince – 20 October 1976.

October 20, 2015



Bryant's Maritime News

Bryant's Maritime Consulting - 4845 SW 91st Way - Gainesville, FL 32608-8135 - USA

Tel: 1-352-692-5493 – Email: dennis.l.bryant@gmail.com – Internet: <http://brymar-consulting.com>

*Note: This newsletter is one section of the **Bryant's Maritime Consulting** website. Visit the site for more extensive maritime regulatory information. Individual concerns may be addressed by retaining **Dennis Bryant** 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. Information is not lost in a black hole – it is merely misplaced in the dark.*

White House – sanctions re Iran



The White House posted a **Presidential Memorandum** [located at <https://www.whitehouse.gov/the-press-office/2015/10/18/presidential-memorandum-preparing-for-implementation-of-the-joint-comprehensive-plan-of-action>] regarding preparations for implementation of the Joint Comprehensive Plan of Action of July 14, 2015 (JCPOA) regarding waivers of relevant statutory sanctions, to take effect upon confirmation by the Secretary of State that Iran has implemented the nuclear-related measures specified in the JCPOA, as verified by the International Atomic Energy Agency (IAEA). Secretary of State John Kerry issued a **statement** [located at <http://www.state.gov/secretary/remarks/2015/10/248311.htm>] addressing the steps going forward. Secretary of Energy Ernest Moniz issued a **statement** [located at <http://www.energy.gov/articles/statement-secretary-moniz-adoption-day-joint-comprehensive-plan-action>] providing further details. The Office of Foreign Assets Control (OFAC) issued a **statement** [located at

<http://www.treasury.gov/resource-center/sanctions/Programs/Pages/iran.aspx> providing even more details. (10/18/15).

CBP – ACE Export Manifest test correction



The Customs and Border Protection (CBP) issued a correction to its recent announcement regarding Automated Commercial Environment (ACE) Export Manifest for Vessel Cargo Test to clarify that participants must have the technical capability to electronically submit data to CBP and receive response message sets via Ocean CAMIR, ANSI X12, or Unified XML, and must successfully complete certification testing with their client representative. **80 Fed. Reg. 63575** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-10-20/pdf/2015-26538.pdf>] (10/20/15).

FERC – Cameron LNG expansion



The Federal Energy Regulatory Commission (FERC) issued a notice stating that it received an application from Cameron LNG, LLC to expand the capability of its liquefied natural gas facility in Louisiana from 14.95 to 24.92 million tonnes per annum. **80 Fed. Reg. 63551** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-10-20/pdf/2015-26545.pdf>] (10/20/15).

USN – tug to search for El Faro



The US Navy issued a **news release** [located at http://www.navy.mil/submit/display.asp?story_id=91614] stating that the fleet ocean tug USNS Apache (T-ATF 172) departed Norfolk to begin searching for wreckage from the missing merchant vessel El Faro. The initial search area is 100 square miles and the water depth is estimated to be 15,000 feet. (10/19/15).

USN – anatomy of a cyber intrusion



The US Navy posted an **Anatomy of a Cyber Intrusion** [located at http://www.navy.mil/submit/display.asp?story_id=91603]. While written as a cautionary lesson for Navy members, it provides valuable information for all in the maritime community. (10/19/15)

EPA – carriers honored for supply chain efficiency



The Environmental Protection Agency (EPA) issued a **news release** [located at <http://yosemite.epa.gov/opa/admpress.nsf/docf6618525a9efb85257359003fb69d/2924d941ed0f1e2985257ee3006ea804!OpenDocument>] announcing that 41 freight carriers nationwide, including Ingram Barge Lines of Tennessee, are being honored for superior supply chain efficiency. (10/19/15).

USCG – temporary certificates of documentation



The USCG National Vessel Documentation Center (NVDC) issued a **notice** [located at <http://www.uscg.mil/hq/cg5/nvdc/news/Tempcodsusp.pdf>] stating that, effective 22 October, it is suspending issuance of Temporary Certificates of Documentation (TCODs). The intent of this program was to allow vessel operators to legally operate their vessels during the busy summer boating season. The coast Guard will consider reinstating this program again next spring, depending on the recreational vessel backlog. (10/19/15).

UNCTAD – maritime transport review



The United Nations Conference on Trade and Development (UNCTAD) posted the **2015 Review of Maritime Transport**. Among other things, the review notes the continuing reduction in the number of liner companies and the increase in the TEU capacity per remaining liner companies. (10/19/15).

Sinking of ferry George Prince – 20 October 1976



On 20 October 1976, the ferry George Prince sank in the Mississippi River near Luling, Louisiana following a collision with the tankship Frosta. Of the 94 persons on the ferry, 76 died, including the pilot. The US Coast Guard **investigation** [located at <http://www.uscg.mil/hq/cg5/cg545/docs/boards/frosta.pdf>] states that the ferry departed its moorings at Luling for a routine nighttime crossing to Destrehan on the west bank. Unusually, it sounded no signal of its departure and did not proceed upstream prior to crossing, but headed straight across the navigable channel. Frosta was upbound with a pilot on board. Frosta's pilot observed the ferry and called several times on the radiotelephone with no response. As the vessels closed, Frosta's pilot sounded signals, but received no response. Shortly

before collision, Frosta's pilot ordered back full, but collision could not be avoided by that time. George Prince was hit amidships on its port side and capsized. Analysis later determined that the George Prince pilot had a blood-alcohol level of 0.9. Subsequently, the maximum blood-alcohol level for mariners in safety positions has been lowered to 0.4 and the rules of the road have been changed to make it clear that vessels crossing a river must give way to vessels transiting upstream or downstream.

Join our mailing list



If you are not receiving our almost daily electronic newsletter and would like have it sent directly to your email inbox, please right-click the box below and provide your email address.

Join Our Mailing List!



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

Dennis L. Bryant

Bryant's Maritime Consulting
4845 SW 91st Way
Gainesville, FL 32608-8135
USA

1-352-692-5493
dennis.l.bryant@gmail.com
<http://brymar-consulting.com>

© Dennis L. Bryant – October 2015



Redistribution permitted with attribution