

Headlines:

BSEE – OCS decommissioning costs;
Duluth – vessel remains under detention;
Lake Erie – product removal from barge Argo;
DOD – full integration of women;
GAO – use of US carriers for LNG exports;
Washington – marine pilot examination;
Singapore – QR codes on seafarer certificates;
UK – fall from cargo hatch top; and
SV Mary Celeste – 4 December 1872.

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Bryant's Maritime News

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*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. Plan to be spontaneous.*

BSEE – OCS decommissioning costs



The Bureau of Safety and Environmental Enforcement (BSEE) promulgated a final rule amending its regulations to require lessees and owners of operating rights in the US outer continental shelf (OCS) to submit summaries of actual decommissioning expenditures incurred after completion of certain decommissioning activities for oil and gas and sulphur operations on the OCS. The amendments enter into effect on 4 January 2016. **80 Fed. Reg. 75806** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-12-04/pdf/2015-30585.pdf>] (12/4/15).

Duluth – vessel remains under detention



The US Coast Guard issued a **news release** [located at <http://www.uscgnews.com/go/doc/4007/2746738/>] stating that the ocean-going

freighter Cornelia remains at anchor off Duluth, Minnesota under detention for alleged violations related to the discharge of oily water. The Coast Guard and the vessel's owner and operator are negotiating a security agreement that would permit the vessel to depart while simultaneously protecting the integrity of the investigation and the interests of the vessel's crew members. (12/3/15).

Lake Erie – product removal from barge Argo



The US Coast Guard issued a [news release](http://www.uscgnews.com/go/doc/4007/2746454/) [located at <http://www.uscgnews.com/go/doc/4007/2746454/>] stating that product removal from the sunken barge Argo has been completed. The barge sank in the western end of Lake Erie in 1937 during heavy weather. It was carrying an estimated 100,000 gallons of crude oil and 100,000 gallons of benzol at the time. The wreck was rediscovered recently when it began leaking some of its remaining cargo. (12/3/15).

DOD – full integration of women



The Department of Defense (DOD), following the lead of the US Coast Guard and the military services of various other nations, issued a [memorandum](http://www.defense.gov/Portals/1/Documents/pubs/OSDO14303-15.pdf) [located at <http://www.defense.gov/Portals/1/Documents/pubs/OSDO14303-15.pdf>] directing that all military positions in all services be opened for all qualified female personnel. (12/3/15).

GAO – use of US carriers for LNG exports



The Government Accountability Office (GAO) issued a report on the implications of using US liquefied natural gas (LNG) carriers for exports. If legislation were enacted requiring use of US-flag and US-built LNG carriers, it could increase or at least stabilize the number of US shipyard workers and increase the number of US merchant mariners. It also could increase the cost of US LNG, reducing the demand for such exports. [GAO-16-104](http://www.gao.gov/assets/680/673976.pdf) [located at <http://www.gao.gov/assets/680/673976.pdf>] (12/3/15).

Washington – marine pilot examination



The State of Washington Board of Pilotage Commissioners issued a [notice](http://www.pilotage.wa.gov/Documents/2015%20Exam/Announcement%20Exam%20-%20FINAL%202016.pdf) [located at <http://www.pilotage.wa.gov/Documents/2015%20Exam/Announcement%20Exam%20-%20FINAL%202016.pdf>] stating that on 4 April 2016 in Seattle it will administer to qualified applicants a written examination to be followed by a

simulator evaluation for potential marine pilots for the Grays Harbor and Puget Sound Pilotage Districts. Applications must be received by 4 March. (12/3/15).

Singapore – QR codes on seafarer certificates



The Singapore Maritime and Port Authority (MPA) issued a circular highlighting the inclusion of QR (Quick Response) codes on seafarer certifications to facilitate authentication of certificates issued to seafarers, using QR enabled devices (e.g., mobile phones) to bring administrative convenience to the shipping community. **Shipping Circular 29-2015** [located at http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/shipping_circulars/sc_no_29_of_2015.pdf] (12/1/15).

UK – fall from cargo hatch top



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of a fall from a cargo hatch top on the general cargo vessel *Norjan* with one person injured. The incident occurred on 18 June 2014 in Southampton. The ship was loading high value motor yachts. The ship's chief officer fell from the unfenced edge of the hatch cover and there was nothing in place to arrest his fall. **Report 27-2015** [located at <https://www.gov.uk/maib-reports/fall-from-cargo-hatch-cover-top-on-general-cargo-vessel-norjan-with-1-person-injured>] (12/3/15).

SV *Mary Celeste* – 4 December 1872



On 4 December 1872, the US brigantine *Mary Celeste*, en route from New York to Genoa, was discovered abandoned and deserted off the Azores Islands in a disheveled but seaworthy condition, with no obvious signs of sudden catastrophe. The final entry in the log, dated ten days previously, was a routine statement of the ship's position. There were ample provisions on board, and the cargo was intact. None of those who had been on board were seen or heard from again. At the subsequent salvage hearings in Gibraltar, the court's officers found no evidence of conspiracy or foul play. Over time the story has been distorted by false detail and fanciful explanations, including attacks by giant squid and paranormal intervention. The mystery has been recounted and dramatized in documentaries, novels, plays and films, and the name of the ship has become synonymous with unexplained desertion. After the Gibraltar hearings, *Mary Celeste* continued in service under new owners until, in 1885, the ship was wrecked off the coast of Haiti in an attempted insurance fraud. *Note: This item was brought to my attention by my long-suffering reader Michael Nerney of the Port of San Francisco.*

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

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