

Headlines:

USCG – cadets may obtain limited MMCs;
USCG – Restricted Operator of Uninspected Passenger Vessel;
NTSB – a failure to communicate;
St. Lawrence Seaway – Seaway Notices; and
Japanese earthquake & tsunami – 11 March 2011.

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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](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. Gravity waves were found to be hiding behind the dark matter.

USCG – cadets may obtain limited MMCs



The US Coast Guard issued a **notice** stating that, beginning in 2016, qualifying graduates from the Coast Guard Academy will have the opportunity to obtain a domestic-only merchant mariner credential endorsement as a Master of Less Than 100 GRT, Near Coastal. Academy cadets do not qualify for the third mate or third assistant engineer STCW credentials, but this initiative enhances USCG officer awareness of the merchant marine credentialing program. [located at <http://mariners.coastguard.dodlive.mil/2016/03/10/3102016-coast-guard-cadets-to-get-merchant-mariner-credentialed/>] (3/10/16).

Alaska – Restricted Operator of Uninspected Passenger Vessel



The US Coast Guard issued a **news release** including frequently asked questions (FAQ) to address Restricted Operator of Uninspected Passenger Vessel

(ROUPV) regulations in Western Alaska. [located at <http://www.uscgnews.com/go/doc/4007/2797274/>] (3/10/16).

NTSB – a failure to communicate



The National Transportation Safety Board (NTSB) issued the report of its investigation of the collision between the tanker Chembulk Houston and the container ship Monte Alegre in the Houston Ship Channel on 5 March 2015. Both ships were inbound at the time. The pilots on the two ships agreed to let the tanker overtake the container ship. The NTSB determined that the probable cause of the collision was the decision of the pilot on the container ship to increase speed without informing the pilot on the tanker. **MAB 16-04** [located at <http://www.nts.gov/investigations/AccidentReports/Reports/MAB1604.pdf>] (2/23/16).

St. Lawrence Seaway – Seaway Notices



The Great Lakes-St. Lawrence Seaway System issued a series of **Seaway Notices** in preparation for the opening of the 2016 navigation season. [located at <http://www.greatlakes-seaway.com/en/news/notices/seaway/index.html>] (3/10/16).

Japanese earthquake & tsunami – 11 March 2011



On 11 March 2011, at 1446 JST, a magnitude 9.0 earthquake occurred beneath the seafloor in the Pacific Ocean 70 kilometers east of the Oshika Peninsula of Tohoku Prefecture on the main Japanese island of Honshu. It was the most powerful earthquake to hit Japan in modern times, moving the island 2.4 meters east and shifting the entire planet on its axis by about 15 centimeters. The earthquake triggered a tsunami that reached heights of up to 40 meters when it struck shore. The event resulted in over 15,000 deaths, numerous injuries, and massive property damage. Most dramatic, it set off a chain of events that resulted in a significant radiation leak at a nuclear power plant. Much debris floated out to sea and has been gradually coming ashore at points throughout the North Pacific region.

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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>

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