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New Orleans – temporary safety zone;
FWS & NOAA – green sea turtle;
SLSDC – annual report;
EC - €7.5 million for marine sector;
Canada – Transportation Act review;
Denmark – maritime data to be posted;
Singapore – port dues concession for bulk carriers; and
Union Faith- Warren J. Doucet tow collision – 6 April 1969.

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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. Be the person that your dog thinks you are.

New Orleans – temporary safety zone



The US Coast Guard promulgated a temporary rule establishing a safety zone on the Lower Mississippi River from Mile Marker 95.7 to Mile Marker 96.7 AHP at New Orleans on 12 April due to a barge-based fireworks display. The safety zone will be enforced for one hour that evening at a time to be announced. Comments on the rule must be received by 6 May. [81 Fed. Reg. 19884](https://www.gpo.gov/fdsys/pkg/FR-2016-04-06/pdf/2016-07729.pdf) [located at <https://www.gpo.gov/fdsys/pkg/FR-2016-04-06/pdf/2016-07729.pdf>] (4/6/16).

FWS & NOAA – green sea turtle



The Fish and Wildlife Service (FWS) and the National Oceanic and Atmospheric Administration (NOAA) promulgated a final rule to list eleven distinct population segments of the green sea turtle as endangered or threatened under the Endangered Species Act. The rule enters

into effect on 6 May. **81 Fed. Reg. 20057** [located at <https://www.gpo.gov/fdsys/pkg/FR-2016-04-06/pdf/2016-07587.pdf>] (4/6/16).

SLSDC – annual report



The Saint Lawrence Seaway Development Corporation (SLSDC) posted its **Fiscal Year 2015 Annual Report**. (4/5/16) [located at <http://www.greatlakes-seaway.com/en/pdf/fy2015ar.pdf>].

EC – €7.5 million funding for marine sector



The European Commission (EC) issued a **press release** stating that it is investing over €7.5 million in calls for proposal focusing on innovation and job creation in the marine and maritime sectors. (4/5/16) [located at http://europa.eu/rapid/press-release_IP-16-1228_en.htm?locale=en].

Canada – Transportation Act Review



The Government of Canada posted a **news release** announcing the tabling of the two-volume report of the Canada Transportation Act Review. Among other things, the report states that the Canadian Coast Guard is seriously underfunded. (2/25/16) [located at <http://www.tc.gc.ca/eng/ctareview2014/canada-transportation-act-review.html>].

Denmark – maritime data to be posted



The Danish Maritime Authority (DMA) issued a **news release** stating that parts of its data (in Danish) will be made publicly available. The goal is to contribute to the data-driven and digital development in the maritime industry. (4/5/16) [located at <http://www.dma.dk/news/Sider/Maritimedatawillnowbemadepubliclyavailable.aspx>].

Singapore – port dues concession for bulk carriers



The Singapore Maritime and Port Authority (MPA) issued a **news release** stating that, with effect from 15 April, a 10% concession on port dues will be extended to bulk carriers. (4/5/16) [located at

<http://www.mpa.gov.sg/web/portal/home/media-centre/news-releases/detail/fb7a89b8-c775-4839-8a73-474587174403>].

Union Faith-Warren J. Doucet tow collision – 6 April 1969



On 6 April 1969, the steamship Union Faith, operating with a local pilot, was upbound on the Mississippi River at New Orleans. The towboat Warren J. Doucet was downbound with three tank barges, each holding about 9,000 barrels of crude oil. A second towboat was made up to the port quarter of the face barge. In accordance with local custom, the tow was favoring the bends. Slightly upstream of the Greater New Orleans Bridge, in the Gouldsboro Bend, the Union Faith collided with the lead barge of the towboat. The barge broke loose and caught fire. A series of explosions followed almost immediately and the Union Faith was engulfed in flames. Crude oil burned on the river, threatening moored vessels and harbor facilities. Union Faith drifted downriver, burning from stem to stern and then sank. A total of 25 persons on Union Faith, including all persons on the bridge, died in the incident. Investigation revealed that the towboat was operating its radio on 2738 kHz, but was not monitoring 156.65 MHz (Channel 13). The pilot on Union Faith was using a portable transceiver operating on 156.65 MHz, but apparently not monitoring 2738 kHz. Both vessels were equipped with marine radar and the navigation lights on both vessels were apparently operating properly. As a direct result of this casualty, and in accordance with a primary recommendation of the [USCG Marine Casualty Report](#), Congress adopted the Vessel Bridge-to-Bridge Radio Telephone Act (Pub.L. 93-63, August 4, 1971), requiring vessels in the same waterway to monitor a common frequency.

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

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