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USCG – cyber risk management;
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House – hearing on federal maritime navigation programs;
UK – seafarer statistics;
UK – fatal engine room fire;
Sinking of SS Princess Alice – 3 September 1878; and
UK – Red Ensign Day – 3 September 2016.

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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. A meal without wine is called breakfast.*

USCG – safety alert re VDRs



The US Coast Guard issued a safety alert reminding owners and operators to fully check their voyage data recorders (VDRs) to insure proper compliance with SOLAS requirements regarding installation, configuration, and performance. In addition, the deck officers must be properly trained in the operation of VDR and the method to capture data immediately after an incident. **Alert 12-16** (9/1/16) [<https://www.uscg.mil/hq/cg5/cg545/alerts/1216.pdf>].

USCG – cyber risk management



The US Coast Guard issued a **notice** regarding cyber risk management within the marine transportation system. Cyber is not just a security challenge; it is an operational and commercial risk management challenge. (9/1/16) [<http://mariners.coastguard.dodlive.mil/2016/09/01/gaining-insight-cyber-risk-management-marine-transportation-system/>].

FMC – Hanjin Shipping



The Federal Maritime Commission (FMC) issued a **news release** stating that it is aware of the developments regarding Hanjin Shipping and monitoring the situation. It is also watching for any improper behavior by other carriers and regulated parties. Affected entities may wish to seek legal advice regarding their options. (9/1/16) [<http://www.fmc.gov/NR16-17/>].

ARC – meeting on 29-30 September



The Arctic Research Commission (ARC) issued a notice stating that it will meet on 29-30 September in Washington, DC to review programs and research projects affecting Alaska and the greater Arctic. **81 Fed. Reg. 60671** (9/2/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-09-02/pdf/2016-21215.pdf>].

NOAA – marine mammal rescue grants



The National Oceanic and Atmospheric Administration (NOAA) issued a **media release** announcing that nearly \$3 million in Prescott Marine Mammal Rescue Assistance Grants have been awarded to support the conservation and recovery of protected marine species. Applications for the 2017 Prescott grant cycle are being accepted until 5 October. (9/1/16) [<http://www.noaa.gov/media-release/noaa-grants-to-aid-marine-mammal-rescue-and-stranding-programs>].

House – hearing on federal maritime navigation programs



The House Committee on Transportation and Infrastructure issued a **notice** stating that the Subcommittee on Coast Guard and Maritime Transportation will meet on 7 September concerning Federal Maritime Navigation Programs: Interagency Cooperation and Technological Change. (9/1/16) [<http://transportation.house.gov/calendar/eventsingle.aspx?EventID=400673>].

UK – seafarer statistics



The UK Department for Transport (DfT) posted its **Seafarer Statistics: 2015**. A total 23,380 UK seafarers were active at sea, an increase of 2%. (9/1/16) [<https://www.gov.uk/government/statistics/seafarer-statistics-2015>].

UK – fatal engine room fire



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of the fatal engine room fire on the suction dredger Arco Avon off Great Yarmouth on 18 August 2015. The third engineer was trying to repair a failed fuel pipe when fuel, under pressure, ignited. No safety assessment had been performed. The third engineer was working autonomously without informing either the OOW or the CEO. **Report 17/2016** (9/1/16) [<https://www.gov.uk/maib-reports/fire-in-the-engine-room-on-the-suction-dredger-arco-avon-with-loss-of-1-life>].

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 2016



Merchant Navy Day (more commonly called “Red Ensign Day”) is commemorated on Saturday, 3 September 2016. 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] (9/2/16).

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