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USCG – El Faro investigation update;  
USCG – cyber risk management;  
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UK – MAIB Safety Digest; and  
MS Prinsendam fire and sinking – 4 October 1980.

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## Bryant's Maritime News



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## USCG – hurricane & heavy weather contingency plans



Hurricane Matthew, currently at Category 4, is forecast to impact the Florida coast on Wednesday and then work its way up the US Atlantic coast. Mariners in potentially affected areas should review my compilation of USCG **Hurricane & Heavy Weather Contingency Plans**, as well as the heavy weather plans for their particular vessels, and make appropriate arrangements. (10/3/16) [[http://www.brymar-consulting.com/wp-content/uploads/HCP/HCP\\_160829.pdf](http://www.brymar-consulting.com/wp-content/uploads/HCP/HCP_160829.pdf)].

## South Florida – Port Condition Whiskey



The US Coast Guard issued a **news release** stating that Port Condition Whiskey has been set for Port Miami, Miami River, Port Everglades Port of Palm Beach, Port of Ft. Pierce, and all other South Florida terminals and facilities due to the forecast that Hurricane Matthew will track near southeast Florida. (10/3/16) [<http://www.uscgnews.com/go/doc/4007/2888854/>].

## USCG – El Faro investigation update



The US Coast Guard issued a **bulletin** providing an update on the investigation of the tragic loss of the cargo ship El Faro and the 33 persons onboard. (10/3/16) [<http://mariners.coastguard.dodlive.mil/2016/10/03/remembering-el-faro/>].

## USCG – cyber risk management



The US Coast Guard issued a **bulletin** reminding stakeholders of the importance of cyber risk management in the marine transportation system. (10/3/16) [<http://mariners.coastguard.dodlive.mil/2016/10/03/cyber-risk-management-marine-transportation-system/>].

## Hawaii – MHI insular false killer whale



The National Oceanic and Atmospheric Administration (NOAA) issued a notice stating that it will host a workshop on 25-28 October in Honolulu to solicit facts and information to inform recovery planning for the Main Hawaiian Islands (MHI) insular false killer whale. Written submissions must be submitted by 5 December. [81 Fed. Reg. 68405](#) (10/4/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-04/pdf/2016-23857.pdf>].

## Panama Canal – Pilot Portable Units



The Panama Canal Authority (ACP) issued an advisory stating that high precision Pilot Portable Units (PPUs) will be temporarily installed on the bridge wing or flying bridge of neopanamax vessels transiting the expanded Canal. Such vessels are required to install a USA standard 120V, AC, 3-prong power receptacle at a location designated by Canal officials. [Advisory 50-2016](#) (9/29/16) [<https://www.pancanal.com/common/maritime/advisories/2016/a-50-2016.pdf>].

## UK – MAIB Safety Digest



The UK Marine Accident Investigation Branch (MAIB) posted its second Safety Digest for 2016, highlighting the disconnect that sometimes occurs between a company's official safety culture and the actual operation of the vessel. [Safety Digest 2/2016](#) (10/3/16) [[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/557404/MAIBSafetyDigest2\\_16.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/557404/MAIBSafetyDigest2_16.pdf)].

## MS Prinsendam fire and sinking – 4 October 1980



The cruise ship *Prinsendam* was built in 1973 for Holland America Line. It was somewhat smaller than average size for its day, carrying about 350 passengers and 200 crew. Just after midnight on 4 October 1980, a fire broke out in the engine room as the ship was transiting the Gulf of Alaska. Shortly thereafter, the master sent a message to the US Coast Guard requesting assistance. The ship was then 120 miles south of Cape Spencer and outside the range of USCG helicopters. The Coast Guard advised the master to send out an SOS, but he refused. The chief radio officer sent one anyway. Ships in the area responded, including the tanker *Williamsburg* and the USCGC *Boutwell*, which served as the on-scene coordinator. The master gave the order to abandon ship at sunrise. The Coast Guard, Air Force, and Canadian Forces dispatched long-

range helicopters, which carried persons from the lifeboats to the *Williamsburg*. The *Prinsendam* was taken under tow, but the fire could not be extinguished and the ship was listing heavily in deteriorating weather. Permission to bring the ship into sheltered waters was denied by the Coast Guard, but probably had no impact, as the ship sank shortly thereafter. The *Williamsburg* brought 359 passengers and crew safely to Valdez. There were no fatalities and no serious injuries.

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