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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. Sometimes I roll my eyes out loud.*

USCG – MLC voluntary compliance



*As noted in Friday's newsletter, the 2014 amendments to the Maritime Labour Convention (MLC) 2006 enter into force on 18 January 2017. These amendments provide for compulsory financial security relating to repatriation of abandoned seafarers and to work injury compensation. In July 2013, the US Coast Guard adopted measures to assist US-flag vessels that elected to voluntarily comply with the MLC by preparing a five-page sample **Owner/Operator Declaration of Maritime Labour Compliance** and a two-page sample **Declaration of Maritime Labour Compliance – Part II** to evidence compliance with the MLC. The time has come for the US Coast Guard to adopt similar measures to assist US-flag vessels that elect to voluntarily comply with the new MLC compulsory financial security provisions, thus facilitating foreign port calls. (10/17/16).*

Mobile – oil spill response test burns



The US Coast Guard issued a **news release** stating that, in cooperation with other federal, state, and local agencies, it will be conducting oil spill response test burns in Mobile Bay during the week of 17 October. Each test will burn about five gallons of oil and last approximately ten minutes, producing a small plume of black smoke. (10/14/16)

[<http://www.uscgnews.com/go/doc/4007/2892470/>].

USCG – safety alert re Samsung smartphone



The US Coast Guard issued a Safety Alert reminding stakeholders of the recall of Samsung Galaxy Note 7 Smartphones. Bringing these phones on vessels is discouraged and, if brought aboard, they are to be turned off and disconnected from any charging equipment. **Alert 15-16** (10/14/16)

[<https://www.uscg.mil/hq/cg5/cg545/alerts/1516.pdf>].

Great Lakes – draft reduction



The Great Lakes-St. Lawrence Seaway System issued a notice stating that, effective 24 October, the maximum permissible draft in the Montreal-Lake Ontario section will be reduced to 80.0 dm (26' 3") for all vessels. **Notice 9-2016** (10/14/16) [<http://www.greatlakes-seaway.com/en/pdf/navigation/notice20161014.pdf>].

OFAC – Cuban Assets Control Regulations



The Office of Foreign Assets Control (OFAC) has amended the Cuban Assets Control Regulations, effective immediately. Among other things, the amendments add, expand, and clarify authorizations relating to trade and commerce and further facilitate authorized travel to Cuba. **81 Fed. Reg. 71372** (10/17/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-17/pdf/2016-25032.pdf>].

ITC – marine sonar imaging devices



The International Trade Commission (ITC) issued a notice stating that it has instituted a formal enforcement proceeding relating to the cease and desist orders related to certain marine sonar imaging devices, including downscan and sidescan devices marketed by Garmin International and related companies. **81 Fed. Reg. 71531** (10/17/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-17/pdf/2016-24987.pdf>].

BOEM – California offshore renewable energy



The Bureau of Ocean Energy Management (BOEM) issued a **press release** stating that it and the State of California held the inaugural meeting of the California Intergovernmental Renewable Energy Task Force to begin planning renewable wind and wave energy development opportunities in federal offshore waters. (10/14/16) [<http://www.boem.gov/press10132016/>].

DOJ – USN LCDR pleads guilty to bribery



The Department of Justice (DOJ) issued a **news release** stating that a US Navy lieutenant commander pleaded guilty in federal court to bribery and admitted accepting cash, luxury hotels, and prostitutes from a foreign defense contractor in exchange for proprietary Navy information. Sentencing is scheduled for January. So far, a total of 16 individuals have been charged in connection with the corruption and fraud investigation. (10/13/16) [<https://www.justice.gov/opa/pr/us-navy-lieutenant-commander-pleads-guilty-expanding-bribery-and-fraud-investigation>].

DHS – leap second preparations



The Department of Homeland Security (DHS) issued **Best Practices for Leap Second Event Occurring on 31 December 2016**. (10/14/16)
[<http://navcen.uscg.gov/pdf/gps/BestPracticesForLeapSecond12312016.pdf>].
Note: I will probably sleep through it and hope for the best.

ReCAAP – 65% reduction in incidents

The ReCAAP Information Sharing Centre (ISC) posted its **Quarterly Report** for the period January-September 2016. During this period the number of reported incidents decreased 65% as compared to the same period in 2015. (10/14/16)
[http://www.recaap.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core_Download&EntryId=460&PortalId=0&TabId=78].

India – PSC and FSI inspectors



The Indian Directorate General of Shipping (DGS) issued a **notice** implementing standards for Port State Control (PSC) and Flag State Implementation (FSI) inspectors. (10/14/16)
[http://dgshipping.gov.in/WriteReadData/News/201610140305562044607sop_psc__fsi_1_141016.pdf].

New Zealand – man overboard investigation



The New Zealand Transportation Accident Investigation Commission (TAIC) issued the report of its investigation of the fatal incident on board the container ship Madinah when two crew members were rigging the accommodation ladder as the ship entered port. One crew member stepped outside the railing and onto the accommodation ladder while not wearing a buoyancy vest. He had clipped his safety harness to a plastic-coated wire. When he lost his balance, the plastic-coated wire broke and he fell into the sea. Despite an extensive search, his body was never located. Investigation revealed that the ship had no formal procedure for rigging the accommodation ladder and that the shipboard response to the man overboard situation was not in accordance with the formal procedure. **Investigation 15-202** (10/13/16)
[[http://www.taic.org.nz/ReportsandSafetyRecs/MarineReports/tabid/87/ctl/Detail/mid/484/InvNumber/2015-202/Page/0/language/en-US/Default.aspx?SkinSrc=\[G\]skins/taicMarine/skin_marine](http://www.taic.org.nz/ReportsandSafetyRecs/MarineReports/tabid/87/ctl/Detail/mid/484/InvNumber/2015-202/Page/0/language/en-US/Default.aspx?SkinSrc=[G]skins/taicMarine/skin_marine)].



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