

Headlines:

USCG – building cyber resiliency;
DOT – Advisory Committee on Automation in Transportation;
OSTP – Northeast Ocean Plan;
Senate – proposal to combat USMMA sexual assault & harassment;
IMO – Panama accedes to BWM Convention;
Panama Canal – water conservation measures suspended;
Panama Canal – maximum allowable draft increase; and
Sinking of ferry George Prince – 20 October 1976.

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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. Sometimes I roll my eyes out loud.

USCG – building cyber resiliency



The US Coast Guard issued a bulletin regarding **Building Cyber Resiliency**. Cyber resiliency is the ability for an organization to identify, prevent, detect, and respond to a process or technology, minimizing harm, reputational damage, and financial loss. Elements consist of developing an asset inventory; the training and empowerment of employees; establishing a business continuity (e.g., backup) plan; and implementation of an incident response plan. (10/19/16) [<http://mariners.coastguard.dodlive.mil/2016/10/19/10192016-building-cyber-resiliency/>].

DOT – Advisory Committee on Automation in Transportation



The Department of Transportation (DOT) issued a notice stating that it has established the Advisory Committee on Automation in Transportation (ACAT) and seeks nominations for membership. Nominations must be received by 4 November. **81 Fed. Reg. 72670** (10/20/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-20/pdf/2016-25392.pdf>].

OSTP – Northeast Ocean Plan



The Northeast Regional Planning Body has approved the Northeast Ocean Plan for submittal to the National Ocean Council of the Office of Science and Technology Policy. **81 Fed. Reg. 72622** (10/20/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-20/pdf/2016-25372.pdf>].

Senate – proposal to combat USMMA sexual assault & harassment



Senator Gillibrand (D-NY) issued a **press release** stating that she is proposing measures to help expose and curb incidents of sexual assault and harassment involving midshipmen at the US Merchant Marine Academy by giving midshipmen more resources to report those crimes and give the Academy more training and resources to respond to and prevent such crimes. (10/18/16) [<https://www.gillibrand.senate.gov/newsroom/press/release/senator-gillibrand-announces-new-reforms-to-combat-scourge-of-sexual-assault-and-harassment-of-us-merchant-marine-academy-midshipmen>].

IMO – Panama accedes to BWM Convention



The IMO issued a **news release** stating that Panama has acceded to the Ballast Water Management (BWM) Convention. (10/19/16) [<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/27-Panama-BWM-.aspx>].

Panama Canal – water conservation measures suspended



The Panama Canal Authority (ACP) issued an advisory stating that water conservation measures in place since 30 July 2015 have been suspended because water levels in Gatun and Alajuela Lakes have returned to normal.

Advisory 54-2016 (10/18/16)

[<https://www.panacanal.com/common/maritime/advisories/2016/a-54-2016.pdf>].

Panama Canal – maximum allowable draft increase



The Panama Canal Authority (ACP) issued an advisory stating that, effective immediately, the maximum allowable draft for vessels transiting the neopanamax locks is increased to 13.72 m (45.0 feet) TFW. **Advisory 55-2016** (10/18/16) [<https://www.panacanal.com/common/maritime/advisories/2016/a-55-2016.pdf>].

Sinking of ferry George Prince – 20 October 1976



On 20 October 1976, the ferry George Prince sank in the Mississippi River near Luling, Louisiana following a collision with the tankship Frosta. Of the 94 persons on the ferry, 76 died, including the pilot. The USCG **investigation** [<http://www.uscg.mil/hq/cg5/cg545/docs/boards/frosta.pdf>] states that the ferry departed its moorings at Luling for a routine nighttime crossing to Destrehan on the west bank. Unusually, it sounded no signal of its departure and did not proceed upstream prior to crossing, but headed straight across the navigable channel. Frosta was upbound with a pilot on board. Frosta's pilot observed the ferry and called several times on the radiotelephone with no response. As the vessels closed, Frosta's pilot sounded signals, but received no response. Shortly before collision, Frosta's pilot ordered back full, but collision could not be avoided by that time. George Prince was hit amidships on its port side and capsized. Analysis later determined that the George Prince pilot had a blood-alcohol level of 0.9. Subsequently, the maximum blood-alcohol level for mariners in safety positions has been lowered to 0.4 and the rules of the

road have been changed to make it clear that vessels crossing a river must give way to vessels transiting upstream or downstream.

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