

Headlines:

DHS OIG – CBP-AMO and USCG maritime missions;
Miami – WAMS study of main channel;
USCG – certain aquaculture support functions;
LMRWSAC – meeting on 8 November;
USACE – Jasper Ocean Terminal EIS;
Baltimore - \$978,302 diesel reduction grant;
Australia – weighted heaving line dangers;
Denmark – pre-study on autonomous ships;
UK – submarine-trawler collision; and
Sinking of USCGC Cuyahoga – 20 October 1978.

PROUDLY SPONSORED BY

Seebald & Associates International

IMO & USCG ACCEPTED FACILITY SECURITY TRAINING
FSAs | FSPs | ANNUAL FSP AUDITS

WWW.SEEBALD.COM | 1.800.801.2310 | 1.716.481.5597



October 21, 2016



Bryant's Maritime News

Bryant's Maritime Consulting - 4845 SW 91st Way - Gainesville, FL 32608-8135 - USA

Tel: 1-352-692-5493 – Email: dennis.l.bryant@gmail.com – Internet: <http://brymar-consulting.com>

Contact me to help you reach your target audience

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.

DHS OIG – CBP-AMO and USCG maritime missions



The Department of Homeland Security (DHS) Office of Inspector General (OIG) released the report of its review of the maritime missions of the Customs and Border Protection Air and Marine Operations (CBP-AMO) and the US Coast Guard. It found that those missions are not duplicative, but improvements could be made through better coordination between the two components. **OIG-17-03** (10/14/16) [<https://www.oig.dhs.gov/assets/Mgmt/2017/OIG-17-03-Oct16.pdf>].

Miami – WAMS study of main channel



The US Coast Guard issued a **news release** stating that it is conducting a Waterway Analysis and Management System (WAMS) study of the Miami Main Channel through the Government Cut. Public input should be submitted by 20 November. (10/20/16) [<http://www.uscgnews.com/go/doc/4007/2888902/>].

USCG – certain aquaculture support functions



The US Coast Guard issued a notice stating that the Office of Management and Budget (OMB) has approved the information collection requirement involving the recent final rule for Requirements for Vessels with Registry Endorsements or Foreign-Flagged Vessels that Perform Certain Aquaculture Support Functions. **81 Fed. Reg. 72737** (10/21/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-21/pdf/2016-25364.pdf>].

LMRWSAC – meeting on 8 November



The Lower Mississippi River Waterway Safety Advisory Committee (LMRWSAC), sponsored by the US Coast Guard, will meet on 8 November in New Orleans. Topics on the agenda include the Mile Marker 73 MOU; anchorage establishment and amendment; and systematic port planning. **81 Fed. Reg. 72815** (10/21/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-21/pdf/2016-25477.pdf>].

USACE – Jasper Ocean Terminal EIS



The US Army Corps of Engineers (USACE) issued a notice stating that it intends to prepare an environmental impact statement (EIS) for the proposed construction and operation of a marine container terminal by the Jasper Ocean Terminal (JOT) Joint Venture in South Carolina. A public scoping meeting will be announced in the future. **81 Fed. Reg. 72787** (10/21/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-10-21/pdf/2016-25519.pdf>].

Baltimore – \$978,302 diesel reduction grant



The Environmental Protection Agency (EPA) issued a **news release** stating that a \$978,302 Diesel Emissions Reduction Grant has been awarded to the Maryland Environmental Services that will be used to upgrade diesel equipment used to move cargo at the Port of Baltimore. (10/20/16) [<https://www.epa.gov/newsreleases/epa-awards-clean-diesel-grant-port-baltimore-improve-air-quality-fuel-efficiency>].

Australia – weighted heaving line dangers



The Australian Maritime Safety Authority (AMSA) issued a notice reminding mariners of the dangers with use of weighted heaving lines. Inappropriately weighted or insufficiently shielded heaving lines have the potential to cause death, injury, and property damage. **Notice 18/2016** (10/21/16) [<https://apps.amsa.gov.au/MOREview/MarineNoticeExternal.html>].

Denmark – pre-study on autonomous ships



The Danish Maritime Authority (DMA) issued a **news release** stating that it is launching a pre-study on autonomous ships. (10/20/16) [<http://www.dma.dk/news/Sider/TheDanishMaritimeAuthorityembarksonafuturereewithunmannedships.aspx>].

UK – submarine-trawler collision



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of the collision involving a submerged Royal Navy

submarine and the trawler Karen on 15 April 2015 off Northern Ireland. Karen was towed backwards and partially submerged after the submarine got entangled in the trawler's net. Eventually, the trawler's warps gave way and the trawler became released. The submarine did not surface as evidence on board of the collision was either ignored or misinterpreted. The Royal Navy did not fully engage in the subsequent investigation, but it is apparent that the submarine did not undertake appropriate passage planning and that the Royal Navy's Code of Practice for Fishing Vessel Avoidance had not been implemented fully. **Report 20/2016** (10/12/16) [<https://www.gov.uk/maib-reports/collision-between-the-stern-trawler-karen-and-a-dived-royal-navy-submarine>].

Sinking of USCGC Cuyahoga – 20 October 1978



On 20 October 1978, the training ship USCGC Cuyahoga (WIX-157) and the bulker Santa Cruz II collided in Chesapeake Bay. The Cuyahoga sank quickly, resulting in eleven deaths among the crew of 29. The USCG **Marine Casualty Report** determined that the proximate cause of the casualty was that the commanding officer of the Cuyahoga failed to properly identify the navigation lights displayed by the bulker. As a result, he did not comprehend that the vessels were in a meeting situation and altered course to port taking it into the path of the bulker.

[<https://www.uscg.mil/hq/cg5/cg545/docs/boards/cuyogasantacruz.pdf>].

SMSTC
Specialized Maritime Security
Training and Consulting LLC

"Training is a security force multiplier"

US Coast Guard Approved — STCW — MTSA Training Courses
Prepare for the US Coast Guard 2017 MTSA Regulatory Update

Prepare for Subchapter M

Visit WWW.SMSTCUSA.COM for convening dates and prices

(337) 451-9252
Lafayette, Louisiana

Join my mailing list



If you are not receiving my almost daily electronic newsletter and would like to have it sent directly to your email inbox, please send me an email, or see below:

[Join Our Mailing List!](#)



If you have questions regarding the above items or are interested in advertising in this newsletter, please contact the editor:

Dennis L. Bryant

Bryant's Maritime Consulting
4845 SW 91st Way
Gainesville, FL 32608-8135
USA

1-352-692-5493
dennis.l.bryant@gmail.com
<http://brymar-consulting.com>

© Dennis L. Bryant – October 2016

 **Redistribution permitted with attribution**