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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. When I was young, I thought nap time was punishment; now I consider it a mini-vacation.

MARAD – warning re Sulu and Celebes Seas



The Maritime Administration (MARAD) issued an advisory concerning the importance of vessels remaining vigilant when transiting the Sulu and Celebes Sea. All vessels in the area are at risk of attack. **Advisory 2016-04** (11/22/16) [<https://www.marad.dot.gov/newsroom/advisory/2016/marad-advisory-2016-04-vessel-guidance-for-the-sulu-and-celebes-seas/>].

Delaware Bay – anchorage grounds



The USCG promulgated a final rule revising the anchorage regulations for the Delaware Bay and River. Unusable anchorage grounds have been eliminated and usable anchorage grounds have been added. The rule enters into effect on _____. **81 Fed. Reg. 84000** (11/25/16) [].

DOS – international law meeting on 13 December



The Advisory Committee on International Law, sponsored by the Department of State (DOS), will meet on 13 December in Washington, DC. Topics on the agenda include the Foreign Sovereign Immunities Act, “Brexit”, and effective international lawyering during transitions. **81 Fed. Reg. 84000** (11/25/16) [].

MARAD – Delfin LNG DWP



The Maritime Administration (MARAD) issued a notice stating that the environmental impact statement (EIS) for the proposed Delfin liquefied natural gas (LNG) deepwater port (DWP) to be constructed in the Gulf of Mexico offshore Cameron, Louisiana has been completed. Public hearings will be held in Cameron (13 December) and in Beaumont, Texas (14 December). Written comments must be received by 12 January 2017. **81 Fed. Reg. 85678** (11/28/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-11-28/pdf/2016-27297.pdf>].

DOE – LNG exports



The Department of Energy (DOE) issued a notice listing its orders granting authority for, among other things, the export of LNG. **81 Fed. Reg. 85553** (11/28/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-11-28/pdf/2016-28501.pdf>].

NOAA – sea snail shells dissolving



The National Oceanic and Atmospheric Administration (NOAA) issued a **news release** stating that the dissolving of shells of microscopic sea snails called pteropods has been linked to the increased concentration in sea water of human-caused carbon dioxide. The higher level of carbon-dioxide has led to acidification of the oceans. (11/22/16) [<http://www.noaa.gov/media-release/noaa-research-links-human-caused-co2-emissions-to-dissolving-sea-snail-shells-off-us>].

CMTS – federal advisory committees



The Committee on the Marine Transportation System (CMTS) released the updated list of **Marine Transportation-Related Federal Advisory Committees**. The list provides relevant information regarding the 39 federal advisory committees that may impact the US marine transportation system. (October 2016) [http://www.cmts.gov/downloads/CMTS_FAC_Oct_2016_v2.pdf].

USCG – LNG training



The US Coast Guard issued a **bulletin** stating that the Liquefied Gas Carrier National Center of Expertise (LGC NCOE) recently delivered a three-day LNG training seminar to the Panama Canal Authority, the Panamanian Government, and local first responders. (11/23/16) [<http://mariners.coastguard.dodlive.mil/2016/11/23/lgc-ncoe-3-day-lng-training-panama-canal/>].

California – biofouling regulations



The California State Lands Commission (SLC) issued a **notice** announcing that it proposes to amend the biofouling management regulations for vessels arriving at California ports. Comments must be received by 10 January 2017. (11/23/16) [<http://www.slc.ca.gov/Laws-Regs/Proposed-MISP.html>].

EC – Hapag-Lloyd and UASC merger conditionally approved



The European Commission (EC) issued a **press release** stating that the merger of Hapag-Lloyd and UASC container lines has been approved, subject to conditions. (11/23/16) [http://europa.eu/rapid/press-release_IP-16-3942_en.htm].

Australia – fatality on OSV



The Australian Transport Safety Bureau (ATSB) issued the report of its investigation of the fatality on board the offshore supply vessel (OSV) Skandi Pacific off the Pilbara coast of Western Australia on 14 July 2015. While securing containers on deck in rough seas, two crewmembers slackened the securing chain so as to better secure the entire stow. Two large waves came over the vessel, shifting the unsecured containers. One of the crewmembers was trapped by the moving containers and suffered fatal injuries. **MO-2015-005** (11/23/16) [http://www.atsb.gov.au/media/5771895/mo-2015-005_final.pdf].

UK – marine evacuation system arrangements



The UK Maritime and Coastguard Agency (MCA) issued a **notice** stating that it seeks comments on the draft Marine Guidance Note (MGN) setting out MCA expectations of how the risks of a single point of failure for marine evacuation system and davit-launched raft arrangements for abandonment are mitigated and recorded in the safety management systems of UK passenger ships. Comments must be received by 12 December. (11/22/16) [<https://www.gov.uk/government/consultations/consultation-on-draft-mgn-for-single-point-of-failure>].

Australia's first major oil spill – 28 November 1903



The first recorded major oil spill in Australia (1,300 tons) occurred on 28 November 1903 when the tanker **Petriana** grounded on Portsea Back Beach in Port Phillip Bay. The tanker was carrying 1,330 tons of bulk oil from Borneo to Melbourne, as well as an unrecorded quantity of naphtha and benzene. The pilot decided to bring the ship into port in poor visibility, expecting the fog to lift before the ship reached the notorious Rip at the bay's entrance. The fog did not lift and the ship grounded hard. When salvage attempts failed, the bulk oil was pumped overboard to lighten the ship. This too failed and the wreck was finally abandoned. Illustrating how times have changed, the press reports of the oil jettison described "a film of great beauty, radiating all the colours of the rainbow." There were also difficulties when the crew of Chinese and Malay descent abandoned the ship. They were prohibited from landing ashore by Australian law of that era.



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