

## Headlines:

EPA & USACE – Clean Water Rule;  
Nantucket Sound – Cape Wind SEIS;  
DOC – TopShip free-trade zone;  
Ohio River – barges removed from dam; and  
Herald of Free Enterprise – 6 March 1987.

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# Bryant's Maritime News

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## **EPA & USACE – Clean Water Rule**



The Environmental Protection Agency (EPA) and the US Army Corps of Engineers (USACE) issued a notice stating that they intend to review and rescind or revise the Clean Water Rule. **82 Fed. Reg. 12532** (3/6/17) [<https://www.gpo.gov/fdsys/pkg/FR-2017-03-06/pdf/2017-04312.pdf>].

## **Nantucket Sound – Cape Wind SEIS**



The Bureau of Ocean Energy Management (BOEM) issued a notice stating that it intends to prepare a Supplemental Environmental Impact Statement (SEIS) for the Cape Wind Energy Project on Horseshoe Shoal in Nantucket Sound. **82 Fed. Reg. 12636** (3/6/17) [<https://www.gpo.gov/fdsys/pkg/FR-2017-03-06/pdf/2017-04247.pdf>].

## DOC – TopShip free-trade zone



The Department of Commerce (DOC) issued a notice stating that it has approved the application to establish a subzone of the Free-Trade Zone in Gulfport for TopShip LLC. **82 Fed. Reg. 12536** (3/6/17)  
[<https://www.gpo.gov/fdsys/pkg/FR-2017-03-06/pdf/2017-04277.pdf>].

## Ohio River – barges removed from dam



The US Coast Guard issued a **news release** stating that the two barges that had been pinned against the Racine Lock and Dam on the Ohio River after a barge breakaway have been removed and towed to a facility in Henderson, West Virginia. There were no reports of injury or pollution. The incident is under investigation. (3/5/17)  
[<https://content.govdelivery.com/accounts/USDHSCG/bulletins/18b5d09>].

## Herald of Free Enterprise – 6 March 1987



The **HERALD OF FREE ENTERPRISE** was a double-ended ro-ro car and passenger ferry operating between Bruges-Zeebrougge, Belgium and Dover, England. On 6 March 1987, it departed Bruges-Zeebrougge with a crew of 80, carrying 459 passengers, 81 cars, 3 buses, and 47 trucks. Due to a series of mistakes, the bow doors were not closed prior to leaving port. Upon leaving the harbor and while proceeding at over 18 knots, water entered the vehicle deck in large quantities. The free-surface effect of the water impaired stability and led to the capsizing, which occurred in less than one minute. The sinking resulted in 193 deaths. Following the accident and **investigation**, various changes were made to IMO regulations regarding design and operation of ro-ro passenger vessels. The incident was also the impetus for establishment of the UK **Marine Accident Investigation Branch** (MAIB).

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