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USCG – deck officer sought;
USCG – NVMC scheduled maintenance;
USCG – maritime security;
BOEM – impact of wind energy development;
BSEE – offshore safety forum;
House – bill introduced re heavy icebreaker procurement;
California – voyage arrival fee increased; and
Union Faith- Warren J. Doucet tow collision – 6 April 1969.

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Bryant's Maritime News

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USCG – deck officer sought



The USCG National Maritime Center (NMC) issued a **notice** announcing that it seeks a qualified individual for a permanent position to serve as the primary coordinator and subject matter expert for development and revision of merchant marine deck officer and rating examinations. (4/5/17) [https://www.uscg.mil/nmc/announcements/pdfs/maritime_deck_position_vacancy_notice.pdf].

USCG – NVMC scheduled maintenance



The USCG **National Vessel Movement Center** (NVMC) will be unavailable between 0200 and 0700 Eastern Daylight Time on Tuesday, 11 April due to scheduled maintenance. (4/5/17)

[[http://www.nvmc.uscg.gov/nvmc/\(S\(mibjodxs3kpm1s3ioszv52m0\)\)/Default.aspx](http://www.nvmc.uscg.gov/nvmc/(S(mibjodxs3kpm1s3ioszv52m0))/Default.aspx)].

USCG – maritime security



The US Coast Guard issued a **bulletin** summarizing the remarks of VADM Charles Ray, Deputy Commandant for Operations, delivered at the recent Connecticut Maritime Association conference. Among other things, he discussed military, law enforcement, and marine safety missions of the Coast Guard. (4/5/17) [<http://mariners.coastguard.dodlive.mil/2017/04/05/452017-connecticut-maritime-associations-2017-shipping-conference-remarks-from-vice-adm-charles-ray-deputy-commandant-for-operations/>].

BOEM – impact of wind energy development



The Bureau of Ocean Energy Management (BOEM) issued a **notice** announcing the availability of its two-volume report, Socio-Economic Impact of Outer Continental Shelf Wind Energy Development on Fisheries in the U.S. Atlantic. Recognizing the importance that commercial and recreational fisheries play in the U.S. economy and to food supply, BOEM worked with the National Marine Fisheries Service to better understand fishing activity as it relates to areas of potential offshore wind energy development. (4/4/17) [https://www.boem.gov/Renewable-Energy-Completed-Studies/?utm_source=Socio-Economic+Impact&utm_campaign=Socio-Economic+Impact&utm_medium=email].

BSEE – offshore safety forum



The Bureau of Safety and Environmental Enforcement (BSEE) issued a **press release** stating that it and the Ocean Energy Safety Institute will hold a public forum on 17 April in Houston to discuss initial evaluations of potential technology solutions to early kick detection during drilling operations and detection of methane gas on offshore helipads. (4/5/17) [<https://www.bsee.gov/newsroom/latest-news/statements-and-releases/press-releases/offshore-safety-technology-issues-to-be>].

House – bill introduced re heavy icebreaker procurement



Representative Young (R-AK) introduced the **Icebreaker Act** (H.R. 1816) to authorize the Secretary of the Navy to enter into a contract for the procurement of heavy icebreakers. (3/30/17)

[<https://www.gpo.gov/fdsys/pkg/BILLS-115hr1816ih/pdf/BILLS-115hr1816ih.pdf>].

California – voyage arrival fee increased



The California State Lands Commission (SLC) issued a **notice** reminding stakeholders that, effective 1 April 2017, the Marine Invasive Species Program fee paid by vessels with a qualifying voyage arrival in a California port was increased from \$850 to \$1,000. (4/4/17)
[<http://www.slc.ca.gov/Programs/MISP.html>].

Union Faith-Warren J. Doucet tow collision – 6 April 1969



On 6 April 1969, the steamship Union Faith, operating with a local pilot, was upbound on the Mississippi River at New Orleans. The towboat Warren J. Doucet was downbound with three tank barges, each holding about 9,000 barrels of crude oil. A second towboat was made up to the port quarter of the face barge. In accordance with local custom, the tow was favoring the bends. Slightly upstream of the Greater New Orleans Bridge, in the Gouldsboro Bend, the Union Faith collided with the lead barge of the towboat. The barge broke loose and caught fire. A series of explosions followed almost immediately and the Union Faith was engulfed in flames. Crude oil burned on the river, threatening moored vessels and harbor facilities. Union Faith drifted downriver, burning from stem to stern and then sank. A total of 25 persons on Union Faith, including all persons on the bridge, died in the incident. Investigation revealed that the towboat was operating its radio on 2738 kHz, but was not monitoring 156.65 MHz (Channel 13). The pilot on Union Faith was using a portable transceiver operating on 156.65 MHz, but apparently not monitoring 2738 kHz. Both vessels were equipped with marine radar and the navigation lights on both vessels were apparently operating properly. As a direct result of this casualty, and in accordance with a primary recommendation of the **USCG Marine Casualty Report**, Congress adopted the Vessel Bridge-to-Bridge Radio Telephone Act (Pub.L. 93-63, August 4, 1971), requiring vessels in the same waterway to monitor a common frequency.

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