

Headlines:

USCG – guidance re inoperable BWMS;
USCG – towing & salvage risk assessments;
USCG – dynamic positioning systems;
Philadelphia – security zone;
TSAC – meeting on 20-21 March;
CBP & ICE – private sector participation in training;
NTSB – delayed opening of swing-bridge;
House – bill introduced re leasing off Florida coast;
Court – assist tug not part of tow; and
Hong Kong – VTS changes.

February 16, 2018



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** 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. 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. Don't believe everything you think.*

USCG – guidance re inoperable BWMS



The US Coast Guard issued a policy letter providing guidelines for evaluating potential courses of action when a vessel bound for a US port has an inoperable ballast water management system. CG-CVC Policy Letter 18-02 (2/14/18) [http://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/CG-CVC/Policy%20Letters/2018/CG-CVC_pol18-02.pdf].

USCG – towing & salvage risk assessments



The US Coast Guard issued a Safety Alert reminding commercial towing and salvage companies to assess operational risks at all times and continually reassess risks based on weather, equipment, experience, and evolving conditions on-scene. **Alert 2-18** (2/15/18)

[<http://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/0218.pdf>].

USCG – dynamic positioning systems



The USCG Outer Continental Shelf National Center of Expertise (OCS NCOE) posted the latest edition of its **Drill Down** newsletter, focusing on dynamic positioning systems. (2/15/18)

[<http://www.dco.uscg.mil/Portals/9/OCS%20NCOE/Drill%20Downs/DRILL%20DOWN%20-%20DP%20Systems%2002.15.2018.pdf?ver=2018-02-15-135305-620>].

Philadelphia – security zone



The US Coast Guard promulgated a final rule establishing a permanent security zone on portions of the Delaware and Schuylkill Rivers for the protection of very important persons (VIP) who arrive at or depart from Philadelphia International Airport. The rule enters into effect on 19 March. **83 Fed. Reg. 6961** (2/16/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-02-16/pdf/2018-03217.pdf>].

TSAC – meeting on 20-21 March



The Towing Safety Advisory Committee (TSAC), sponsored by the US Coast Guard, will meet on 20-21 March in Charleston. Topics on the agenda include Subchapter M implantation, inland firefighting, and towing LNG barges. **83 Fed. Reg. 7063** (2/16/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-02-16/pdf/2018-03221.pdf>].

CBP & ICE – private sector participation in training



The US Customs and Border Protection (CBP) and US Immigration and Customs Enforcement (ICE) issued a notice announcing a program for the private sector to participate in trade-related training of CBP and ICE personnel. [83 Fed. Reg. 7064 \(2/16/18\)](#)
[<https://www.gpo.gov/fdsys/pkg/FR-2018-02-16/pdf/2018-03233.pdf>].

NTSB – delayed opening of swing-bridge



The National Transportation Safety Board (NTSB) issued the report of its investigation of the 9 June 2017 swing-bridge allision on the Atchafalaya River involving the towing vessel Marguerite L. Terral and two of the six barges that it was pushing. The starboard lead barge in the tow and the barge immediately aft contacted a pier of the Union Pacific Railroad Bridge at mile marker (mm) 41.5. The allision resulted in damage to both barges and the bridge, totaling more than \$4 million in repairs. There were no reports of pollution or injuries associated with this accident. The probable cause of the allision was the bridge tender's delay in providing a timely opening of the drawspan, as requested, due to distraction by his other duties. Contributing to the accident was the pilot's failure to properly compensate for the current during the approach to the bridge. [MAB 18-05 \(2/15/18\)](#)
[<https://www.nts.gov/investigations/AccidentReports/Reports/MAB1805.pdf>].

House – bill introduced re leasing off Florida coast



Representative Rutherford (R-FL) introduced a bill (H.R. 5014) to provide for a moratorium on oil and gas leasing and exploration on the outer Continental Shelf off the coast of Florida until 2029, and for other purposes. Official text of the bill is not yet available. (2/14/18).

Court – assist tug not part of tow



The US Court of Appeals for the Fifth Circuit reversed the district court decision and ruled that, under the insurance policy in force, an assist tug is not part of the tow of the lead tug. In the instant case, the assist tug allided with a bridge fender and sank. The insurance policy covered damage only to the lead tug's 'tow'. [Continental Insurance v L&L Marine Transportation](#), No. 17-30424

(5th Cir., February 15, 2018) [<http://www.ca5.uscourts.gov/opinions/pub/17/17-30424-CVo.pdf>]. *Note: This case was brought to my attention by my good friend Don Haycraft of [Liskow & Lewis](#).*

Hong Kong – VTS changes



The Hong Kong Marine Department issued a notice stating that, effective 1 March, amendments are being made to Vessel Traffic Services (VTS) reporting procedures, calling-in points, VHF sectors, and VHF channels. **Notice 23-2018** (2/15/18) [<http://www.mardep.gov.hk/en/notices/pdf/mdn18023.pdf>].

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 – February 2018



Redistribution permitted with attribution