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House – bill introduced re TWIC readers;
House – bill introduced to require TWIC testing; and
Australia – loss of propulsion.

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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. 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. Common sense is a flower that doesn't grow in everyone's garden.

NTSB – digest re sinking of El Faro



The National Transportation Safety Board (NTSB) issued a 16-page illustrated **digest** summarizing the critical events and decisions that led to the Oct. 1, 2015, sinking of *El Faro* and the loss of all 33 crewmembers. The digest also synthesizes the more than 60 recommendations issued throughout the NTSB's investigation of the sinking. The infographics and summary make for an easy-to-read digest, compared with the thousands of pages that comprise the NTSB's final report and associated investigative documents, while still imparting potentially lifesaving information to our stakeholders. While the full accident report, available at www.nts.gov, remains the agency's definitive document on our investigation of the sinking, this digest provides an overview of this landmark marine accident, and a review of what government and industry can do to prevent such an accident from happening again. (5/24/18) [<https://www.nts.gov/investigations/AccidentReports/Reports/SPC1801.pdf>].

NTSB – insufficient mooring arrangement



The National Transportation Safety Board (NTSB) issued the report of its investigation of the 7 June 2017 incident in which the unmanned crane barge *Troy McKinney* broke free from its mooring and struck overhead power lines crossing the Harvey Canal in Harvey, Louisiana. No pollution or injuries were reported. Damage to the crane barge was negligible, but damage to the power lines totaled about \$440,000. The probable cause of the incident was the barge's insufficient mooring arrangement, which did not prevent the barge from excessive movement and breaking away. **MAB 18-10** (5/24/18) [<https://www.nts.gov/investigations/AccidentReports/Reports/MAB1810.pdf>].

USCG – BWMS website updates



The US Coast Guard issued a **bulletin** stating that the Marine Safety Center (MSC) recently updated two tools on its ballast water management system (BWMS) website. New checklist items have been added to the BWMS Type Approval Review Checklist. In addition, the Letters of Intent Register has been updated to include both the system name and the manufacturer's name. (5/24/18) [<http://mariners.coastguard.dodlive.mil/2018/05/24/5-24-2018-latest-updates-to-marine-safety-centers-ballast-water-management-system-website/>].

USCG – GMDSS to expand to polar regions



The US Coast Guard issued a **bulletin** stating that the IMO has recognized satellite communications company Iridium as the second service provider for the Global Maritime Distress and Safety System (GMDSS). The International Mobile Satellite Organization (IMSO) will work with Iridium to finalize details of the Service Provider Agreement and address implementation details. Service is expected to begin by 1 January 2020 and will provide global coverage that includes both polar regions. (5/24/18)

[<http://mariners.coastguard.dodlive.mil/2018/05/24/5-24-2018-u-s-based-iridium-to-expand-gmdss-to-polar-regions/>].

FMC – information sought on PierPass amendment



The Federal Maritime Commission (FMC) issued a **news release** stating that the Commissioners have voted to issue a Request for Additional Information (RAI) in response to an amendment filed in April by the parties to the West Coast MTO Agreement (WCMTOA). The amendment would change the PierPass fee structure and use appointment systems for dray truckers serving facilities at the Ports of Los Angeles and Long Beach. Once WCMTOA responds to the RAI, the Commission will have 45 days to analyze the amendment. (5/24/18)

[https://www.fmc.gov/commission_wants_more_information_on_pierpass_amendment/].

MARAD – USMMA Superintendent transferring to HQ



The Maritime Administration (MARAD) issued a **news release** stating that RADM James Helis, Superintendent, US Merchant Marine Academy (USMMA) is transferring to Washington, DC to serve as Special Assistant to the Administrator. (5/24/18)

[https://www.marad.dot.gov/newsroom/news_release/2018/statement-from-the-maritime-administration/].

MTSNAC – meeting on 11 June



The Maritime Transportation System National Advisory Committee (MTSNAC), sponsored by the Maritime Administration (MARAD), will meet on 11 June in Washington, DC. [83 Fed. Reg. 24389](#) (5/25/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-05-25/pdf/2018-11254.pdf>].

DOJ – ocean pollution consent decree



The Department of Justice (DOJ) issued a [news release](#) stating that two Honolulu-based fishing companies, managers, and operators have entered into a consent decree to perform corrective measures and pay civil penalties to address claims stemming from numerous discharges of oily bilge water from their vessels. (5/24/18) [<https://www.justice.gov/opa/pr/hawaiian-fishing-companies-managers-and-operators-will-perform-corrective-measures-and-pay>].

House – bill introduced re TWIC readers



Representative Katko (R-NY) introduced the [Transportation Worker Identification Credential Accountability Act of 2018](#) (H.R. 5729) to restrict the department in which the Coast Guard is operating from implementing any rule requiring the use of biometric readers for biometric transportation security cards until after submission to Congress of the results of an assessment of the effectiveness of the transportation security card program. (5/9/18) [<https://www.gpo.gov/fdsys/pkg/BILLS-115hr5729ih/pdf/BILLS-115hr5729ih.pdf>].

House – bill introduced to require TWIC testing



Representative Katko (R-NY) introduced the [Transportation Security Technology Innovation Reform Act of 2018](#) (H.R. 5730) to require testing and evaluation of advanced transportation security screening technologies related to the mission of the Transportation Security Administration, and for other purpose. (5/9/18) [<https://www.gpo.gov/fdsys/pkg/BILLS-115hr5730ih/pdf/BILLS-115hr5730ih.pdf>].

Australia – loss of propulsion



The Australian Transport Safety Bureau (ATSB) issued the report of its investigation into the loss of propulsion on the passenger cruise ship Norwegian Star in Bass Strait on 10 February 2017. The starboard propulsion unit had been recently repaired. The port propulsion unit was inoperative. The ship departed Melbourne on a cruise to New Zealand. Shortly after departure, the starboard propulsion unit failed and the ship had to be towed back to port. Investigation revealed that the unit failed due to an error in the design of the modification made as part of the repair. **MO-2017-003** (5/24/18) [<http://www.atsb.gov.au/media/5774327/329-mo-2017-003-final.pdf>].

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