

## Headlines:

Texas – oil spill response;  
USCG – BWMS type approval certificate;  
NTSB – towing vessel sinking;  
Beaufort Sea – Liberty DPP EIS completed;  
Court – lack of appellate jurisdiction;  
Singapore – reporting of incidents; and  
Carrington Event – 1-2 September 1859.

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# Bryant's Maritime News

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## **Texas – oil spill response**



The US Coast Guard issued a **news release** stating that more than 13,000 gallons of marine diesel fuel were spilled into waters near Port Arthur following an accident involving the towing vessel Savage Pathfinder and the motor vessel Endurance. Response efforts are underway. The incident is under investigation. There were no reported injuries. (8/30/18) [<https://content.govdelivery.com/accounts/USDHSCG/bulletins/209bd8d>].

## **USCG – BWMS type approval certificate**



The US Coast Guard issued a **bulletin** stating that a ballast water management system (BWMS) type approval certificate has been issued to Wartsila Water Systems Ltd. This is the tenth such certificate issued to date. (8/30/18) [<http://mariners.coastguard.dodlive.mil/2018/08/30/8-30-2018->

marine-safety-center-issues-ballast-water-management-system-type-approval-certificate-to-wartsila-water-systems-ltd/].

### NTSB – towing vessel sinking



The National Transportation Safety Board (NTSB) posted the report of its investigation of the 23 August 2017 sinking of the towing vessel *Gracie Claire*, which was moored in Tiger Pass near mile marker 10 on the Lower Mississippi River in Venice, Louisiana. While taking on fuel and water, the towboat began to slowly list to starboard. After the wake of a passing crewboat washed onto the towing vessel's stern, the list increased. In a short period of time, water entered an open door to the engine room and flooded the space. The towboat sank partially, its bow being held above the water by the lines connected to the dock. All three crewmembers escaped to the dock without injury. Approximately 1,100 gallons of diesel fuel were discharged into the waterway. Damage to the *Gracie Claire* was estimated at \$565,000. The probable cause of the capsizing and sinking of the towing vessel was its decreased stability and freeboard due to undetected flooding through a hull leak in the rudder compartment, which made the vessel susceptible to the adverse effects of boarding water from the wake of a passing vessel. **MAB 18-19** (8/30/18) [<https://www.nts.gov/investigations/AccidentReports/Reports/MAB1819.pdf>].

### Beaufort Sea – Liberty DPP EIS completed



The Bureau of Ocean Energy Management (BOEM) issued a notice stating that the environmental impact statement (EIS) for the Liberty Development and Production Plan (DPP) in the Beaufort Sea Planning Area has been completed. **83 Fed. Reg. 44670** (9/4/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-08-31/pdf/2018-19107.pdf>].

### Court – lack of appellate jurisdiction



The US Court of Appeals for the Fifth Circuit dismissed for lack of appellate jurisdiction plaintiffs' appeal of the ruling of the district court that defendant vessel's insurers may limit their liabilities to the same extent available to the vessel. The court held that the lower court ruling is an interlocutory matter that will remain available for review upon appeal of any final decision. **SCF Waxler Marine v MV Aris T**, No. 17-30805 (5th Cir., August 29, 2018) [<http://www.ca5.uscourts.gov/opinions/pub/17/17-30805-CVo.pdf>].

## Singapore – reporting of incidents



The Singapore Maritime and Port Authority (MPA) issued a circular providing updated information on the reporting of incidents involving Singapore-registered ships. **Shipping Circular 11-2018** (8/29/18)  
[<https://www.mpa.gov.sg/web/portal/home/port-of-singapore/circulars-and-notices/detail/2f146427-1doc-490d-b5f4-5e29e22f8d78>].

## Carrington Event – 1-2 September 1859



The **Carrington Event** was a massive solar storm that occurred on 1-2 September 1859. The largest geomagnetic storm on record was the result of a solar coronal mass ejection colliding with the Earth's magnetosphere. The associated white light flare on the surface of the sun was observed and recorded by the English astronomer Richard Carrington. A similar event occurring today would have major repercussions, disrupting satellite communication systems and satellite-based positioning, navigation, and timing systems such as GPS. Solar coronal mass ejections are not rare. This one, though, was particularly strong and just happened to cross the orbit of the Earth exactly when and where the Earth was passing. Bloody bad timing.

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