

Headlines:

Morehead City – open to maritime navigation;
USCG – MMC application package guidelines;
USCG – recap of NOSAC meeting;
NTSB – flooding and sinking of towing vessel; and
ITC – subsea telecommunication systems.

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Bryant's Maritime News

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Morehead City – open to maritime navigation



The US Coast Guard issued a [news release](#) stating that the port of Morehead City is open to maritime traffic. Caution is recommended. (9/19/18) [<https://content.govdelivery.com/accounts/USDHSCG/bulletins/20e7873>].
Note: The port of Wilmington is open with restrictions.

USCG – MMC application package guidelines



The USCG National Maritime Center (NMC) issued a [bulletin](#) providing submission of the CG-719B form and the sea service instructions relating to the Merchant Mariner Credential (MMC). (9/20/18) [https://www.dco.uscg.mil/Portals/9/NMC/pdfs/announcements/2018/mmc_app_submission_guidelines_092018.pdf].

USCG – recap of NOSAC meeting



The US Coast Guard issued a **bulletin** providing a recap of the recent National Offshore Safety Advisory Committee (NOSAC) meeting. (9/20/18) [<http://mariners.coastguard.dodlive.mil/2018/09/20/9-20-2018-recap-of-recent-national-offshore-safety-advisory-committee-meeting/>].

NTSB – flooding and sinking of towing vessel



The National Transportation Safety Board (NTSB) issued the report of its investigation of the 5 September 2017 flooding and sinking of the towing vessel Savage Ingenuity while maneuvering two empty tank barges in the Gulf Intracoastal Waterway near mile marker (mm) 245 in Sulphur, Louisiana, with the assistance of another vessel. While the tow's starboard side was almost perpendicular to the current, the vessel heeled to starboard and flooded through an open engine room door. The towboat sank partially, its bow being held above the water by the head line connected to the barges. All five crewmembers escaped to the barges without reported injury. Approximately 11,800 gallons of diesel oil were released into the waterway, most of which was not recovered. Damage to the vessel was estimated at \$1,350,000. The probable cause of the flooding and sinking of the vessel was the absence of company procedures requiring the closure of weather deck doors at all times while the vessel was under way. **MAB 18-21** (9/20/18) [<https://www.nts.gov/investigations/AccidentReports/Reports/MAB1821.pdf>].

ITC – subsea telecommunication systems



The International Trade Commission (ITC) issued a notice stating that it has determined not to review an initial determination of the presiding ALJ amending the complaint regarding certain subsea telecommunication systems and components thereof to add Nokia of America Corporation as a respondent in the investigation. **83 Fed. Reg. 47938** (9/21/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-09-21/pdf/2018-20537.pdf>].

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