

Headlines:

USCG – safety alert re recreational diving;
USCG – Port of San Diego cyber incident;
FMC – field interviews in NY/NJ;
EC – Brexit and maritime security; and
MS Prinsendam fire and sinking – 4 October 1980.

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Bryant's Maritime News

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USCG – safety alert re recreational diving



The US Coast Guard issued a safety alert providing guidance to owners, operators, and crew of passenger vessels engaged in support of recreational diving activities. **Alert 15-18** (10/3/18)

[<https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/1518.pdf>].

USCG – Port of San Diego cyber incident



The US Coast Guard issued a **bulletin** stating that on 25 September the Port of San Diego reported a cybersecurity incident impacting port offices and some physical security aspects of regulated facilities. The cyber incident did not adversely impact Marine Transportation System operations. The bulletin also includes a link to an FBI announcement concerning cyber actors exploiting the remote desktop protocol. (10/3/18)

[<http://mariners.coastguard.dodlive.mil/2018/10/03/10-3-2018-port-of-san-diego-cyber-incident/>].

FMC – field interviews in NY/NJ



The Federal Maritime Commission (FMC) issued a **news release** announcing that detention and demurrage field interviews will be held in the Port of New York and New Jersey on 7-9 November. This is in addition to the previously announced field interviews in LA/LB and Everglades/Miami.

(10/3/18)

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

EC – Brexit and maritime security



The Irish Department of Transport, Tourism, and Sport issued a notice regarding EC Brexit Preparedness Notices, including one on the impact on maritime security. **Marine Notice 37-2018** (10/2/18)

[<http://www.dttas.ie/sites/default/files/MN%2037%20of%202018%20Brexit%20Notice%20Maritime%20Security.pdf>].

MS Prinsendam fire and sinking – 4 October 1980



The cruise ship *Prinsendam* was built in 1973 for Holland America Line. It was somewhat smaller than average size for its day, carrying about 350 passengers and 200 crew. Just after midnight on 4 October 1980, a fire broke out in the engine room as the ship was transiting the Gulf of Alaska. Shortly thereafter, the master sent a message to the US Coast Guard requesting assistance. The ship was then 120 miles south of Cape Spencer and outside the range of USCG helicopters. The Coast Guard advised the master to send out an SOS, but he refused. The chief radio officer sent one anyway. Ships in the area responded, including the tanker *Williamsburg*, the USCGC *Woodrush*, and the USCGC *Boutwell*, which served as the on-scene coordinator. The master gave the order to abandon ship at sunrise. The Coast Guard, Air Force, and Canadian Forces dispatched long-range helicopters, which carried persons from the lifeboats to the *Williamsburg*. The *Prinsendam* was taken under tow, but the fire could not be extinguished and the ship was listing heavily in deteriorating weather. Permission to bring the ship into sheltered waters was denied by the Coast Guard, but probably had no impact, as the ship sank shortly thereafter. *Woodrush* located the last of the lifeboats and transferred the survivors to *Boutwell*. The tanker *Williamsburg* brought 359 passengers and crew safely to Valdez. There were no fatalities and no serious injuries.

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