

Headlines:

USCG – employment of non-US persons on US vessels;
USCG – another application received re BWMS;
USCG – meeting on 13 November re IMO C 121;
FERC – Texas LNG Project draft EIS;
NTSB – allision due to poor communications;
MARAD – GPS interference in eastern Mediterranean; and
South Africa – vessel pollution prevention & enforcement.

November 2, 2018



Bryant's Maritime News

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USCG – employment of non-US persons on US vessels



The US Coast Guard issued a revised Marine Safety Information Bulletin (MSIB) providing updated guidance on the employment of non-US credentialed personnel on certain US-documented vessels. **MSIB 009-12 Rev 1 (10/29/18)**

[https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/MSIB/2012/009_12_rev1_10-29-2018.pdf].

USCG – another application received re BWMS



The US Coast Guard issued a **bulletin** stating that it received another application for type-approval of a ballast water management system (BWMS), this one from Cathelco Ltd for its Cathelco Evolution BWMS. (11/1/18)

[<http://mariners.coastguard.dodlive.mil/2018/11/01/11-1-2018-marine-safety-center-receives-21st-bwms-type-approval-application/>].

USCG – meeting on 13 November re IMO C 121



The US Coast Guard issued a notice stating that it will conduct an open meeting on 13 November in Washington, DC to prepare for the upcoming session of the IMO Council meeting (C 121). Topics on the agenda include protection of vital shipping lanes, the World Maritime University, and the International Maritime Institute. **83 Fed. Reg. 55190** (11/2/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-11-02/pdf/2018-24031.pdf>].

FERC – Texas LNG Project draft EIS



The Federal Energy Regulatory Commission (FERC) issued a notice stating that it has prepared a draft environmental impact statement (EIS) for the Texas LNG Project. Comments must be received by 17 December. **83 Fed. Reg. 55156** (11/2/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-11-02/pdf/2018-23998.pdf>].

NTSB – allision due to poor communications



The National Transportation Safety Board (NTSB) issued the report of its investigation into the 18 August 2017 allision of the bulk carrier Mia S with the Nashville Avenue Wharf in New Orleans. The fully loaded vessel was transiting downbound and experiencing intermittent engine slowdowns. Near mile 101, its propulsion engine program restricted the engine to dead slow ahead. Within minutes, the vessel allided with the wharf, damaging its bow above the waterline and the wharf. No pollution or injuries among the 19 crewmembers were reported. Damage to the vessel and the wharf each amounted to an estimated \$1 million. The probable cause of the allision was the chief engineer's poor communication to the master regarding the potential for additional protective engine slowdowns at orders above dead slow ahead, and the master and pilot's decision to proceed at full ahead, which resulted in a reduction in engine speed and subsequent loss of maneuverability while navigating through a sharp river bend. **MAB 18-22** (11/1/18) [<https://www.nts.gov/investigations/AccidentReports/Reports/MAB1822.pdf>].

MARAD – GPS interference in eastern Mediterranean



The Maritime Administration (MARAD) issued an advisory stating that multiple instances of significant GPS interference continue to be reported by vessels and aircraft operating in the eastern Mediterranean. **Advisory 2018-014** (11/1/18) [<https://www.marad.dot.gov/msci/advisory/2018/30688/>].

South Africa – vessel pollution prevention & enforcement



The US Coast Guard issued a **bulletin** stating that representatives from the Coast Guard and other law enforcement agencies recently traveled to Cape Town, South Africa to hold a seminar and information exchange with agencies there on vessel pollution prevention and enforcement. (11/1/18) [<http://mariners.coastguard.dodlive.mil/2018/11/01/11-1-2018-coast-guard-south-african-agencies-hold-seminar-on-vessel-pollution-prevention-and-enforcement/>].

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