

Headlines:

NBSAC – meeting on 10-11 April;
Mobile – locomotive engine replacement;
GAO – USCG shore infrastructure;
Australia – mobile scaffold tower collapse; and
UK – ro-ro passenger ferry grounding.

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Bryant's Maritime News

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NBSAC – meeting on 10-11 April



The National Boating Safety Advisory Council (NBSAC), sponsored by the US Coast Guard, will meet in New Orleans on 10-11 April. [84 Fed. Reg. 5695](#) (2/22/19) [<https://www.govinfo.gov/content/pkg/FR-2019-02-22/pdf/2019-03052.pdf>].

Mobile – locomotive engine replacement



The Environmental Protection Agency (EPA) issued a [news release](#) stating that it is awarding a grant of \$400,000 to the Alabama State Port Authority to replace the engine on a port locomotive with a Tier IV engine. (2/21/19) [<https://www.epa.gov/newsreleases/epa-awards-funding-reduce-diesel-emissions-state-port-authority-mobile-ala>].

GAO – USCG shore infrastructure



The Government Accountability Office (GAO) issued a report on the Coast Guard's shore infrastructure. It found that 45% of that infrastructure is beyond its service life. It found that, among other things, the Coast Guard did not employ models for predicting the outcome of maintenance investments and optimizing among competing investments. [GAO-19-82](https://www.gao.gov/assets/700/697012.pdf) (2/21/19) [<https://www.gao.gov/assets/700/697012.pdf>].

Australia – mobile scaffold tower collapse



The Australian Transport Safety Bureau (ATSB) issued the report of its investigation of the fall from height and serious injury on 29 January 2017 to two crew members of a bulker near Port Alma, Queensland. Repainting the cargo hold, they worked from atop a mobile scaffold tower. Contrary to established procedures, two crewmembers remained on the unsecured scaffold tower in preparation for repositioning, rendering it top-heavy and unstable. Consequently, when moved it toppled and fell. Additionally, neither crewmember on the scaffold tower utilized the required safety harness and associated safety lines. [MO-2017-001](http://www.atsb.gov.au/media/5775607/mo-2017-001_final.pdf) (2/21/19) [http://www.atsb.gov.au/media/5775607/mo-2017-001_final.pdf].

UK – ro-ro passenger ferry grounding



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of the 10 December 2017 incident when a ro-ro passenger ferry struck a jetty and then grounded while departing Calais, France. The ferry was re-floated later that day and subsequently moved to a berth where the passengers disembarked. The ferry's starboard propeller and tail-shaft were damaged and required repair in dry dock. The jetty was also damaged. There were no injuries to crew or passengers and no pollution. Control of the ferry during the turn towards the harbour entrance was lost due to the fast rate of turn, strong gale-force winds, use of full rudder and propeller pitch, and the tripping of one of the ferry's bow thrusters. The occasional tripping of bow thrusters and reduced engine speed and shaft speeds were associated with fuel pump issues experienced following a change to ultra-low sulphur fuel. [Report 3-2019](https://www.gov.uk/maib-reports/contact-and-grounding-of-ro-ro-passenger-ferry-pride-of-kent) (2/21/19) [<https://www.gov.uk/maib-reports/contact-and-grounding-of-ro-ro-passenger-ferry-pride-of-kent>].

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