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San Francisco Bay – revised America’s Cup RNA;
Access Board – Passenger Vessel Accessibility Guidelines;
USCG – load lines for certain fishing vessels;
OFAC – Iranian sanctions; IMO – summary of MSC 92;
IMO – Sub-Committee restructuring;
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Australia – Navigation Act 2012;
Singapore – requirements for compliance with MLC 2006;
Singapore – non-renewal of bunkering license; and
Amelia Earhart & Fred Noonan lost at sea – 2 July 1937.

July 2, 2013

San Francisco Bay – revised America’s Cup RNA

The US Coast Guard promulgated a temporary interim rule revising the regulated navigation area (RNA) for the 2013 America’s Cup sailing events for the sailing regattas scheduled to be conducted on waters of San Francisco Bay adjacent to the San Francisco waterfront in the vicinity of the Golden Gate Bridge and Alcatraz Island. The amendment relocates the eastern boundary of the Primary Regulated Area. Comments on this amendment must be submitted by 1 August. 78 Fed. Reg. 39588 (July 2, 2013).
Access Board – Passenger Vessel Accessibility Guidelines


USCG – load lines for certain fishing vessels

The US Coast Guard updated its Load Line web site to include a notice reminding the US fishing industry that fishing vessels built on or after 1 July 2013 that are 79 feet or longer and operate outside the Boundary Line are required to have load lines. (7/1/13).

OFAC – Iranian sanctions

The Office of Foreign Assets Control (OFAC) posted an updated version of its Frequently Asked Questions (FAQ) regarding economic sanctions relating to Iran. (7/1/13).

IMO – summary of MSC 92

The IMO issued a news release summarizing the results of the recent session of the Maritime Safety Committee (MSC 92). Among other things, the Committee adopted measures to improve safety on passenger vessels and to mandate enclosed –space entry and rescue drills. (7/1/13).

IMO – Sub-Committee restructuring

The IMO issued a news release stating that the Maritime Safety Committee agreed to a restructuring of the various IMO Sub-Committees in order to deal more effectively with the technical and operational issues covered by IMO regulations. The restructuring proposals, which were already considered and approved by the Marine Environment Protection Committee (MEPC) will now go to the IMO Council and the IMO Assembly for endorsement. (7/1/13).

Paris MOU – annual report

**Australia – Navigation Act 2012**

The Australian Maritime Safety Authority (AMSA) issued a media release reminding the maritime community that the Navigation Act 2012 came into effect on 1 July. The Navigation Act provides the AMSA with measures to ensure compliance with safety and environmental requirements, including exclusion from Australian ports of ships with poor inspection histories. (7/1/13).

**Singapore – requirements for compliance with MLC 2006**

The Singapore Maritime and Port Authority (MPA) issued a circular providing updates on the certification process for compliance with the Maritime Labour Convention 2006 (MLC 2006) and finalized requirements for the Declaration of Maritime Labour Compliance (DMLC), Part I. The Singapore MLC Tripartite Working Group has decided that Singapore will not apply MLC 2006 to its mobile offshore drilling units (MODUs). For the case of floating production, storage, and offloading units and other similar units that are issued with MODU safety certificates but are not MODUs as defined by the IMO MODU Code, the application of the MLC will be considered at a later date. MLC 2006 comes into effect on 20 August 2013. Shipping Circular 8-2013 (7/1/13).

**Singapore – non-renewal of bunkering license**

The Singapore Maritime and Port Authority (MPA) issued a news release stating that it has decided to not renew the bunker supplier license of Cross-Channels Marine Services Pte Ltd., which expired on 30 June 2013, following contraventions of the terms and conditions of the bunkering license. This non-renewal of license is akin to a cancellation. (7/1/13).

**Amelia Earhart & Fred Noonan lost at sea – 2 July 1937**

On 2 July 1937, the Lockheed Electra 10E aircraft carrying aviatrix Amelia Earhart and her navigator Fred Noonan on an attempted circumnavigation of the Earth was lost at sea in the South Pacific Ocean. It had taken off hours earlier from Lae, New Guinea bound for refueling at Howland Island. Waiting at the island was the US Coast Guard cutter Itasca. The radioman on the Itasca heard radio calls from the aircraft reporting trouble locating the island and running low on fuel. His return calls were apparently not received by the aircraft. After the radio calls ceased and the aircraft had
obviously exhausted its fuel, a search was commenced. Other vessels, including US Navy warships, and aircraft joined the search, but nothing was ever located. Recently, an independent search team found some evidence that an airplane may have crashed years previously on or near Nikumaroro Island in the Republic of Kiribati (previously known as Gardner Island), located about 400 miles southeast of Howland Island.

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