

Headlines:

OFAC – easing of sanctions re Iran;
NOAA – petition for exclusion from vessel speed restrictions;
NOAA – Caribbean electric ray;
USCG – short duration medical certificates;
Singapore – collision and oil spill;
Singapore – another collision and oil spill;
UK – GPS-induced grounding;
UK – seafarer statistics; and
Sinking of MV Wilhelm Gustloff – 30 January 1945.

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Bryant's Maritime News

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*Note: This newsletter is one section of the **Bryant's Maritime Consulting** website. Visit the site for more extensive maritime regulatory information. Individual concerns may be addressed by retaining **Dennis Bryant** directly. Much of the highlighted text in this newsletter constitutes links to Internet sites providing more detailed information. Links on this page may be in PDF format, requiring use of Adobe Acrobat Reader. Comments on these postings are encouraged and may be made by email to the editor or by going to the blog page on the website and clicking the envelope that appears at the end of each posting. Be aware that the daily newsletter is a single posting, even though it contains a number of individual items. Every new beginning begins with a tenuous first step.*

OFAC – easing of sanctions re Iran



The Office of Foreign Assets Control (OFAC) published guidance relating to the provision of certain temporary sanctions relief in order to implement the Joint Plan of Action (JPOA) reached on November 24, 2013 between the P5+1 and the Islamic Republic of Iran. **79 Fed. Reg. 5025** (January 30, 2014).

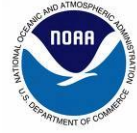
NOAA – petition for exclusion from vessel speed restrictions



The National Oceanic and Atmospheric Administration (NOAA) issued a notice stating that it receive a petition for rulemaking to exclude federally-maintained dredged entrance channels and pilot boarding areas (and

the immediately adjacent waters) for ports from New York to Jacksonville from vessel speed restrictions to reduce fatal vessel collisions with North Atlantic right whales. Comments on the petition should be submitted by 3 March. [79 Fed. Reg. 4883](#) (January 30, 2014).

NOAA – Caribbean electric ray



The National Oceanic and Atmospheric Administration (NOAA) issued a notice stating that received a petition to list the Caribbean electric ray as threatened or endangered under the Endangered Species Act. The Caribbean electric ray inhabits coastal waters from North Carolina south, in the Gulf of Mexico, and in the Caribbean Sea. Comments on the petition should be submitted by 31 March. [79 Fed. Reg. 4877](#) (January 30, 2014).

USCG – short duration medical certificates



The USCG National Maritime Center (NMC) issued a [bulletin](#) stating that it is issuing short duration medical certificates (expiring in 2015) to those US merchant mariners with STCW endorsements whose current medical certificates expire between January and September 2014. This action only applies to mariners whose Merchant Mariner Credential containing STCW endorsements were originally issued during the period of January through September 2012. (1/29/14). *Note: This item was brought to my attention by my friend Sean Stokes of [Oceaneering International](#).*

Singapore – collision and oil spill



The Singapore Maritime and Port Authority (MPA) issued a [news release](#) stating that the departing chemical tanker Lime Galaxy and the arriving containership Feihe collided south of Jurong Island. There were no reports of injury, but one of the bunker tanks on the Feihe sustained damage, resulting on spillage of bunker fuel. Spill response has been activated. (1/29/14).

Singapore – another collision and oil spill



The Singapore Maritime and Port Authority (MPA) issued a [news release](#) stating that the containership NYK Themis and the towed barge AZ Fuzhou collided in the East Keppel Fairway. There were no reports of injury, but one of the bunker tanks on the NYK Themis sustained damage, resulting on

spillage of bunker fuel. Spill response has been activated. The incident is under investigation. (1/30/14).

UK – GPS-induced grounding



The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation of the grounding of the general cargo ship Douwent on Haisborough Sand in the North Sea on 26 February 2013. The vessel followed a navigation track displayed on the GPS receiver, but the waypoints selected did not follow the intended sequence of waypoints detailed in the voyage plan. As a result, the navigation track took the vessel into charted shoal water. The vessel's position was not monitored. The officer of the watch was alone on the bridge at night and probably fell asleep. The crew attempted to conceal the grounding by falsifying documents. [Report 4-2014](#) (1/29/14).

UK – seafarer statistics



The UK Department for Transport posted its [Seafarer Statistics 2013](#). The total number of UK seafarers active at sea fell for the third consecutive to 22,830, a 5% annual decrease. The number of certificated UK officers active at sea fell to 10,840, a decrease of less than 1%. (1/29/14).

Sinking of MV Wilhelm Gustloff – 30 January 1945



The MV Wilhelm Gustloff was launched in 1937 as a German passenger vessel. Initially used for cruises in the Baltic, it was briefly converted to a hospital ship at the start of World War II and then used as a barracks ship in German-occupied Gdynia. With the Russian assault in early 1945, the ship was activated to evacuate troops, auxiliaries, and civilians back to Germany. It departed Gdynia early on the morning of 30 January 1945 with an estimated 10,000 persons onboard, including 5,000 children. Fearing a collision with a supposed Germany naval convoy that night, the master activated the ship's navigation lights. The lights were observed by a Russian submarine, which fired three torpedoes. All hit their mark and the ship sank quickly, with only a few hundred survivors. The loss of an estimated 9,300 persons makes it the largest loss of life resulting from the sinking of one vessel in maritime history.

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