

## Headlines:

USCG – Great Lakes ice conditions;  
USCG – workshop re draft IGF Code;  
USCG – policy letter re on-load release mechanisms;  
USCG – Lead Marine Investigator sought;  
St. Lawrence Seaway – Seaway Notices;  
Court – no double recovery of damages; and  
Court – LHWCA attorney fees.

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# Bryant's Maritime News

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*Note: This newsletter is one section of the [Bryant's Maritime Consulting](http://brymar-consulting.com) website. Visit the site for more extensive maritime regulatory information. Individual concerns may be addressed by retaining [Dennis Bryant](mailto:dennis.l.bryant@gmail.com) 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. A boiled egg first thing in the morning is hard to beat.*

## **USCG – Great Lakes ice conditions**



The US Coast Guard sent a **letter** advising Great Lakes carriers that this is a particularly bad ice year, that breakout will be long and difficult, and that the carriers should consider delaying sail dates and curtailing early operations where possible until ice conditions on the lakes improve. (3/7/14).

## **USCG – workshop re draft IGF Code**



The US Coast Guard issued a notice stating that it will hold a public workshop on 1 April in Washington, DC on topics related to the development of the IMO International Code for Ships using Gases or Other Low-Flashpoint Fuels (IGF Code). Various safety topics will be discussed including design, equipment, operational, and training requirements. **79 Fed. Reg. 14063** (March 12, 2014).

## USCG – policy letter re on-load release mechanisms



The US Coast Guard issued a policy letter providing guidance to assist US-flag ship owners and operators in complying with recent SOLAS amendments requiring all ships subject to SOLAS, regardless of build date, to identify and replace existing on-load release mechanisms (release hooks) that do not comply with specific provisions of the International Life-Saving Appliances (LSA) Code. **CG-ENG Policy Letter 01-14** (3/4/14).

## USCG – Lead Marine Investigator sought



The US Coast Guard posted a **Job Announcement** stating that it seeks qualified applicants for the position of Lead Marine Investigator at Sector San Francisco. Applications must be received by 25 March. (3/11/14).

## St. Lawrence Seaway – Seaway Notices



GREAT LAKES ST. LAWRENCE  
SEAWAY SYSTEM

In preparation for the 28 March scheduled opening of the 2014 navigation season, the Great Lakes-St. Lawrence Seaway System issued a series of Seaway Notices. **Notice #3** addresses mooring and casting off in locks. **Notice #4** addresses communications. **Notice #5** is a general notice. **Notice #6** addresses testing the use of soft lines for mooring in locks for ships not greater than 200 meters in overall length. **Notice #7** addresses tie-up service at lock approach walls. (3/11/14).

## Court – no double recovery of damages



The US Court of Appeals for the Fifth Circuit ruled that an insurer who makes voluntary Longshore and Harbor Workers Compensation Act (LHWCA) payments to an injured employee on behalf of a shipowner/employer is entitled to recover these payments from the employee's settlement of Jones Act claim against the shipowner/employer based on the same injuries for which the insurer has already compensated the injured employee. **Chenevert v. Travelers Indemnity**, No. 13-60119 (5th Cir., March 7, 2014). *Note: This item was brought to my attention by my good friend Keith Heard of **Burke & Parsons**.*

## Court – LHWCA attorney fees



The US Court of Appeals for the Fourth Circuit denied petitioner longshoreman's claim for payment by defendant employer of his attorney fees because the employer commenced payment of compensation within the 30-day time limit provided for in the Longshore and Harbor Workers' Compensation Act (LHWCA) even though that payment was not in the full amount sought by petitioner. **Lincoln v. Ceres Marine Terminals**, No. 13-1594 (4th Cir., March 11, 2014).

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If you have questions regarding the above items, please contact the editor:

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