

Headlines:

DHS – cybersecurity & “Heartbleed”;
USCG – training & manning re OCS activities;
Arthur Kill – Goethals Bridge RNA proposed;
Raritan River – munitions recovery safety zone;
Oregon & Washington – RNA amended;
NBSAC – meeting;
NOAA – GFNMS & CBNMS;
ITC – certain navigational products;
House – bill introduced re maritime education;
ILO – MLC 2006 amendments agreed;
Ghana & US – combined maritime law enforcement; and
RMS Titanic strikes iceberg – 14 April 1912.

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Bryant's Maritime News

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DHS – cybersecurity and “Heartbleed”



The Department of Homeland Security (DHS) issued a [news release](#) regarding the cybersecurity vulnerability known as “Heartbleed”. Most commonly used websites are taking steps to address this issue. It is recommended that computer users monitor their email and other computer accounts for suspicious activity and change their passwords for their various web accounts once those accounts have completed their steps to resolve this cybersecurity risk. (4/11/14).

USCG – training & manning re OCS activities



The US Coast Guard seeks comments regarding training of personnel and manning on mobile offshore drilling units (MODUs) and offshore supply vessels (OSVs) engaged in US outer continental shelf (OCS) activities. Comments should be submitted by 14 July. [79 Fed. Reg. 20844](#) (April 14, 2014).

Arthur Kill – Goethals Bridge RNA proposed



The US Coast Guard proposes to establish a regulated navigation area (RNA) on waters of the Arthur Kill in New York and New Jersey from December 2014 through October 2018 during replacement operations on the Goethals Bridge. Comments on the proposal should be submitted by 13 June. [79 Fed. Reg. 20851](#) (April 14, 2014).

Raritan River – munitions recovery safety zone



The US Coast Guard established a permanent safety zone within waters of the Raritan River upstream of the Perth Amboy Railroad Bridge for removal of underwater military munitions. The rule comes into effect on 14 May. [79 Fed. Reg. 20792](#) (April 14, 2014).

Oregon & Washington – RNA amended



The US Coast Guard amended the rule establishing a regulated navigation area (RNA) for bar crossing locations along the coasts of Oregon and Washington to eliminate conflicts with related provisions and clarify application of its provisions. The amendments come into effect on 14 May. [79 Fed. Reg. 20797](#) (April 14, 2014).

NBSAC – meeting



The National Boating Safety Advisory Council (NBSAC), sponsored by the US Coast Guard, will meet on 8-9 May in Arlington, Virginia. Topics on the agenda include the Uniform Certificate of Title Act and development of new life jacket standards. [79 Fed. Reg. 20896](#) (April 14, 2014).

NOAA – GFNMS & CBNMS



The National Oceanic and Atmospheric Administration (NOAA) proposes to amend the regulations regarding the Gulf of the Farallones National Marine Sanctuary (GFNMS) and the Cordell Bank National Marine Sanctuary (CBNMS) to expand their boundaries and make other changes. Public hearings will be held in Sausalito (22 May); Point Arena (16 June); Gualala (17 June); and Bodega Bay (18 June). Written comments should be submitted by 30 June. [79 Fed. Reg. 20981](#) (April 14, 2014).

ITC – certain navigation products



The International Trade Commission (ITC) issued a notice stating that it has determined not to review an initial determination of the presiding administrative law judge to grant an unopposed motion by Furuno Electric Co., Ltd. to partially terminate the investigation as to various claims in its complaint regarding certain navigation products, including GPS devices, navigation and display systems, radar systems, navigation aids, mapping systems, and related software and to grant Furuno leave to amend the complaint. [79 Fed. Reg. 20907](#) (April 14, 2014).

House – bill introduced re maritime education



Representative Castor (D-FL) introduced a bill (H.R. 4468) to require career and technical education for maritime careers. Official text of the bill is not yet available. (4/10/14).

ILO – MLC 2006 amendments agreed



The International Labour Organization (ILO) issued a [news release](#) stating that amendments to the Maritime Labour Convention (MLC) 2006 have been agreed upon by a Joint Working Group to protect abandoned seafarers and provide financial security for compensation in cases of death and long-term disability due to occupational injury or hazard. The amendments will now be submitted for inclusion in MLC 2006. (4/11/14).

Ghana & US – combined maritime law enforcement



The Department of Defense (DOD) issued a [news release](#) stating that maritime forces of Ghana conducted a three-week combined

maritime law enforcement operation with US Navy and US Coast Guard personnel in waters off the coast of Ghana as part of the African Maritime Law Enforcement Partnership (AMLEP). (4/11/14).

RMS Titanic strikes iceberg – 14 April 1912



Late on the night of 14 April 1912, the “unsinkable” passenger ship **RMS Titanic**, on its maiden voyage from Southampton to New York, struck an iceberg. It sank about three hours later, at about 2:20 a.m. on 15 April 1912. Of the 2,224 persons on board, 1,514 lost their lives. In the century that followed, ships are better-constructed. They carry more lifeboat capacity than there are persons on board. They have radios for instant communication with shore and with other ships. They have radar, fathometers, and other devices to warn of danger. On the other hand, persons in charge of the operation and navigation of ships still succeed in running into islands, grounding on charted reefs, and colliding with other ships in clear weather. In other words, as happened a century ago, negligence, complacency, and hubris continue to override all the preventative and remedial measures available. I do not mean to single out the officer in charge of the navigation watch. The master, the operator, and the owners are also deeply involved. The system puts pressure on the people on the ship to run at excessive speed, to cut corners, to sail close to shore, to operate with minimal watchstanders, to continue working when severely fatigued, and to engage in other practices that unreasonably increase risk. Most of the time, these practices do not result in casualties, but when they do, everyone takes cover and blames someone else – most frequently the person on scene. It is incumbent on owners and operators to not only talk the talk, but also to walk the walk. Encourage masters and officers to be cautious and back them up when they are. Spend the additional monies necessary to do the right thing. Otherwise, we will have learned nothing meaningful from the sinking of the Titanic!

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

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