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New Zealand – Marine Oil Spill Response Strategy; and
Andrea Doria/Stockholm collision – 25 July 1956.

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Bryant's Maritime News

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Hudson River – Tappan Zee Bridge RNA



The US Coast Guard promulgated a temporary interim rule revising the current regulated navigation area (RNA) on waters of the Hudson River in the vicinity of the Tappan Zee Bridge Construction Project. The rule comes into effect immediately. Comments on the rule should be submitted by 23 September. [79 Fed. Reg. 43250](https://www.federalregister.gov/d/2014-07-25) (July 25, 2014).

MTSNAC – closed meeting



The Marine Transportation System National Advisory Council (MTSNAC), sponsored by the Maritime Administration (MARAD), will conduct a closed meeting via teleconference on 14 August to consider the value and impact

of certain strategy options gathered through previous outreach efforts. [79 Fed. Reg. 43530](#) (July 25, 2014).

Gramercy – FTZ application



The Department of Commerce (DOC) issued a notice stating that its Foreign-Trade Zones (FTZ) Board received an application for expansion of the FTZ subzone relating to Bollinger Shipyard. Comments on the application must be received by 3 September. [79 Fed. Reg. 43391](#) (July 25, 2014).

NTSB – accident investigation courses



The National Transportation Safety Board (NTSB) issued a [press release](#) stating that it is offering various accident investigation and disaster response courses over the next two months, including its Marine Accident Investigation (22-26 September); Transportation Disaster Response: Family Assistance (23-25 September); and Investigating Human Fatigue Factors (29-30 September). (7/24/14).

Senate – hearing re cruise passenger consumer protection



The Senate Committee on Commerce, Science & Transportation conducted a hearing on [The Cruise Passenger Protection Act \(S. 1340\): Improving Consumer Protections for Cruise Passengers](#). Testimony was received from: Philip M. Gerson, National Center for Victims of Crimes, Miami, Florida; Laurie Dishman, Sacramento, California; Amanda Butler, Columbus, Mississippi; and Kimberly A. Ware, Houston, Texas. (7/23/14).

Senate – bill introduced re marine national monuments



Senator Murkowski (R-AK) introduced the [Improved National Monument Designation Process Act](#) (S. 2608) to provide for congressional approval of national monuments and restrictions on the use of national monuments, to establish requirements for the declaration of marine national monuments, and for other purposes. Official text of the bill is not yet available. (7/15/14).

ReCAAP – siphoning of fuel/oil at sea



The ReCAAP Information Sharing Centre issued a **Special Report** on incidents of siphoning of fuel/oil at sea in Asia. During the period 2011-2013, the number of such incidents averaged less than three per year. Between January and mid-July 2014, eight such incidents have been reported. Owners, operators, and masters of product and oil tankers are urged to take precautions against such incidents. (7/24/14).

Canada – fatal towing accident



The Transportation Safety Board (TSB) of Canada issued the report of its investigation of the capsizing and sinking of the barge Arctic Lift I and crew member fatality on the towing vessel Western Tugger in the Atlantic Ocean off Newfoundland and Labrador on 10 May 2013. The strain on the tow wire caused by the barge sinking caused an auxiliary brake drum on the tow winch to shatter and parts of it struck and killed a crew member. Factors leading to the fatality included minimal freeboard on the barge, bad weather conditions, and a non-functional emergency tow release. **M13N0014** (7/22/14).

New Zealand – Marine Oil Spill Response Strategy



Maritime New Zealand has opened a **Consultation** on its draft updated Marine Oil Spill Response Strategy 2014. Comments must be submitted by 25 August. (7/24/14).

Andrea Doria/Stockholm collision – 25 July 1956



Before



After

The Swedish passenger ship *Stockholm* and the Italian passenger ship *Andrea Doria* collided on the edge of a heavy fog bank off Nantucket on 25 July 1956. The *Andrea Doria* sank several hours after the collision, but not before 1,660 passengers and crew were rescued. There were 46 deaths. While the exact cause of the casualty has never been determined, it appears to have been a “radar-assisted” collision, with the officers of the watch on both vessels misinterpreting the radar images and taking the wrong actions. The wreck of the

Andrea Doria has become a popular, though notorious, destination for deep-sea divers. The *Stockholm* was rebuilt following the collision. It has gone through a number of owners and names and now sails as the cruise ship *Athena*. On 3 December 2008, it was attacked by pirates while transiting the Gulf of Aden, but was able to evade the attempted boarding.

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

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