

Headlines:

USCG – proposal re dynamic positioning;
NOAA – nautical chart catalog format;
USCG – Marine Safety Engineering Newsletter;
Senate – bill introduced re incidental discharges;
Court – arbitration order upheld;
IMO – MSC 94 summary;
EU – monitoring of CO2 emissions from ships;
Papua New Guinea – ship routing system;
UK – maritime study launched; and
Australia’s first major oil spill – 28 November 1903.

November 28, 2014



Bryant’s Maritime News

Bryant’s Maritime Consulting - 4845 SW 91st Way - Gainesville, FL 32608-8135 - USA

Tel: 1-352-692-5493 – Email: dennis.l.bryant@gmail.com – Internet: <http://brymar-consulting.com>

*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. Having the right answer is valuable only if asked the right question.*

USCG – proposal re dynamic positioning



The US Coast Guard proposes to establish minimum design, operation, training, and manning standards for mobile offshore drilling units (MODUs) and other vessels using dynamic positioning (DP) systems to engage in outer continental shelf (OCS) activities. Comments on the proposal should be submitted by 26 February 2015. **79 Fed. Reg. 70943** [located at <http://www.gpo.gov/fdsys/pkg/FR-2014-11-28/pdf/2014-27594.pdf>] (11/28/14).

NOAA – nautical chart catalog format

The National Oceanic and Atmospheric Administration (NOAA) has transitioned to a print-on-demand digital format for its nautical charts. The

chart catalogs have been transformed into letter-sized documents. It will consider making the front page of the large-format chart catalog if sufficient demand exists. Comments on this topic are due by 30 April 2015. **79 Fed. Reg. 70854** [located at <http://www.gpo.gov/fdsys/pkg/FR-2014-11-28/pdf/2014-28091.pdf>] (11/28/14).

USCG – Marine Safety Engineering Newsletter



The US Coast Guard posted its **Marine Safety Engineering Newsletter** for Fall 2014 [located at <http://www.uscg.mil/hq/cg5/cg52/docs/2014fall.pdf>]. This edition covers, among other things, non-intrusive load monitoring for ships' electrical systems. (11/26/14).

Senate – bill introduced re incidental discharges



Senator Rubio (R-FL) introduced a bill (**S. 2943**) [located at <http://www.gpo.gov/fdsys/pkg/BILLS-113s2943is/pdf/BILLS-113s2943is.pdf>] to amend Public Law 110-299 to extend the time period during which permits are not required for certain discharges incidental to the normal operation of vessels. (11/19/14).

Court – arbitration order upheld



In a brief unpublished decision, the US Court of Appeals for the Eleventh Circuit affirmed the district court order to compel arbitration of the claim for personal injury brought by a maritime employee of a foreign cruise line. **Cristy v. MSC Mediterranean Shipping Company SA**, No. 14-11241 (11th Cir., November 26, 2014) [located at <http://media.ca11.uscourts.gov/opinions/unpub/files/201411241.pdf>].

IMO – MSC 94 summary



The IMO issued a **news release** [located at <http://www.imo.org/MediaCentre/PressBriefings/Pages/40-MSC94wrap.aspx#.VHYrNLF98E>] summarizing the work of the recent session of the Marine Safety Committee (MSC 94). Among other things, the session approved, in principle, the draft International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), and also approved proposed amendments to make the Code mandatory under SOLAS, with a view to adopting both the IGF Code and SOLAS amendments at the next session, MSC 95, scheduled to meet in June 2015. The session also adopted amendments to

SOLAS to require verification of the gross mass of packed shipping containers. (11/26/14).

EU – monitoring of CO₂ emissions from ships



The Council of the European Union issued a [press release](http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/envir/145955.pdf) [located at http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/envir/145955.pdf] confirming an agreement with the European Parliament on new EU-wide rules for monitoring, reporting, and verification of CO₂ emissions from ships. Final text is still to be examined and adopted. (11/26/14).

Papua New Guinea – ship routing system



The Australian Maritime Safety Authority (AMSA) issued a [media release](http://www.amsa.gov.au/media/documents/241114_MediaRelease_NewTwoWayRoutesPNG.pdf) [located at http://www.amsa.gov.au/media/documents/241114_MediaRelease_NewTwoWayRoutesPNG.pdf] stating that the IMO Maritime Safety Committee adopted a two-way ship routing system for Jomard Entrance, Papua New Guinea. The scheme enters into effect on 1 June 2015. (11/26/14).

UK – maritime study launched



The UK Department for Transport (DfT) issued a [press release](https://www.gov.uk/government/news/government-launches-maritime-study-to-boost-growth) [located at <https://www.gov.uk/government/news/government-launches-maritime-study-to-boost-growth>] stating that it has launched a maritime study to look at how to boost the UK's maritime industry. (11/26/14). *What an innovative idea – rather than taxing or regulating an industry to excess, why not try to help it expand?*

Australia's first major oil spill – 28 November 1903



The first recorded major oil spill in Australia (1,300 tons) occurred on 28 November 1903 when the tanker **Petriana** grounded on Portsea Back Beach in Port Phillip Bay. The tanker was carrying 1,330 tons of bulk oil from Borneo to Melbourne, as well as an unrecorded quantity of naphtha and benzene. The pilot decided to bring the ship into port in poor visibility, expecting the fog to lift before the ship reached the notorious Rip at the bay's entrance. The fog did not lift and the ship grounded hard. When salvage attempts failed, the bulk oil was pumped overboard to lighten the ship. This too failed and the wreck was finally abandoned. Illustrating how times have changed, the press reports of the oil jettison described "a film of great beauty, radiating all the colours of the rainbow." There were also difficulties when the crew of Chinese and Malay

descent abandoned the ship. They were prohibited from landing ashore by Australian law of that era.

Join our mailing list



If you are not receiving our almost daily electronic newsletter and would like have it sent directly to your email inbox, please right-click the box below and provide your email address.

Join Our Mailing List!



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

Dennis L. Bryant

Bryant's Maritime Consulting
4845 SW 91st Way
Gainesville, FL 32608-8135
USA

1-352-692-5493
dennis.l.bryant@gmail.com
<http://brymar-consulting.com>

© Dennis L. Bryant – November 2014

 Redistribution permitted with attribution