

Headlines:

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USCG – VRP SMFF GSAs updated;
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Australia – refurbished Hammar H2O HRUs;
Panama Canal – dangerous goods reminder; 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](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. Soon after a new safety device is invented, innovative mariners develop a work-around.

USCG – ANOA and AIS requirements



The US Coast Guard promulgated a final rule expanding the applicability of advance notice of arrival (ANOVA) and automatic identification system (AIS) requirements to include more commercial vessels. The rule also sets forth a mandatory method for electronic submission of ANOVAs and modifies related reporting content, timeframes, and procedures. The AIS requirements are expanded to all navigable waters of the United States. The rule enters into effect on 2 March. **80 Fed. Reg. 5281** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-01-30/pdf/2015-01331.pdf>] (1/30/15).

USCG – VRP SMFF GSAs updated



The US Coast Guard issued a **notice** [located at <http://mariners.coastguard.dodlive.mil/2015/01/29/1292015-salvage-and-marine-firefighting-core-geographical-appendices-updated/>] advising owners and operators of vessels covered by the vessel response plan (VRP) regulations that the salvage and marine firefighting (SMFF) core geographic specific appendices (GSAs) have been updated. VRPs should be reviewed to ensure that they make reference to the current GSAs. (1/29/15).

CBP – ACE Document Image System test



The Customs and Border Protection (CBP) issued a notice stating that it plans to modify its National Customs Automation Program (NCAP) test concerning the Document Image System (DIS) to allow Automated Commercial Environment (ACE) participants to submit DIS test-supported Animal and Plant Inspection Service (APHIS) documents. The modified DIS test will commence no earlier than 17 February. **80 Fed. Reg. 5126** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-01-30/pdf/2015-01822.pdf>] (1/30/15).

SLSDC – tariff of tolls



The Saint Lawrence Seaway Development Corporation (SLSDC) promulgated a final rule setting forth the tariff of tolls for the St. Lawrence Seaway for the upcoming navigation season. **80 Fed. Reg. 5047** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-01-30/pdf/2015-01725.pdf>] (1/30/15).

MACOSH – meeting 24-25 February



The Maritime Advisory Committee for Occupational Safety and Health (MACOSH) and workgroups, sponsored by the Occupational Safety and Health Administration (OSHA), will meet on 24-25 February in Washington, DC. Topics on the agenda include use of LNG as a fuel in the maritime industry and baggage handling in cruise terminal operations. **80 Fed. Reg. 5142** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-01-30/pdf/2015-01796.pdf>] (1/30/15).

Florida Keys – reef lights unsafe to climb



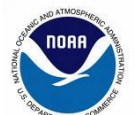
The US Coast Guard issued a [news release](#) [located at <http://www.uscgnews.com/go/doc/4007/2452330/>] cautioning mariners against attempting to climb historical reef lights in the Florida Keys due to their deterioration and unsound structural integrity. These lights include: Alligator Reef Light; American Shoal Reef Light; Carysfort Reef Light; Sand Key Reef Light; and Sombrero Key Reef Light. The Coast Guard is in the process of shifting lights to more cost effective structures with more reliable lighting equipment and transferring the old structures to the General Services Administration. (1/29/15).

Offshore Massachusetts – wind energy leases



The Department of the Interior (DOI) issued a [press release](#) [located at <http://www.doi.gov/news/pressreleases/interior-department-leases-area-offshore-massachusetts-for-wind-energy-development.cfm>] stating that two areas offshore Massachusetts have been leased for commercial wind energy development. (1/29/15).

NOAA – satellites helped in rescues



The National Oceanic and Atmospheric Administration (NOAA) issued a [news release](#) [located at http://www.noaanews.noaa.gov/stories2015/20150129_sarsatrescues_2014.html] stating that during 2014 its weather satellites helped save 240 people from potentially life-threatening situations throughout the United States and surrounding waters by providing location data to responders. (1/29/15).

House – bill introduced re water rights



Representative Gosar (R-AZ) introduced a bill (H.R. 594) to preserve existing rights and responsibilities with respect to waters of the United States, and for other purposes. Official text of the bill is not yet available, but Representative Gosar issued a [press release](#) [located at <http://gosar.house.gov/press-release/rep-gosar-introduces-bipartisan-bill-protect-us-waters-federal-overreach>] explaining the measure. (1/28/15).

Australia – refurbished Hammar H2O HRUs



The Australian Maritime Safety Authority (AMSA) issued a **notice** [located at <https://apps.amsa.gov.au/MOREview/MarineNoticeExternal.html>] stating that time-expired Hammar H2O Hydrostatic Release Units (HRUs) have been refurbished and resold by unauthorized agents leading to potentially dangerous situations on ships equipped with such devices to automatically deploy liferafts or EPIRBs in the event that the ship sinks. Masters of ships equipped with Hammar H2O HRUs should inspect them to determine whether they are genuine. (1/29/15). *Note: This item was first brought to my attention by my good friend Steve Jevnisek of **Great Lakes Dredge & Dock Company**.*

Panama Canal – dangerous goods reminder



The Panama Canal Authority (ACP) posted an advisory reminding stakeholders of the requirements for vessels transporting dangerous goods through the Canal. **Advisory 03-2015** [located at <http://www.pancanal.com/common/maritime/advisories/2015/a-03-2015.pdf>] (1/27/15).

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

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