

Headlines:

DOT – complementary PNT capability;
USCG – Bering Strait PARS;
USCG – COD renewal fee;
USCG – seeking marine casualty investigator;
TSA – TWIC notices;
Ireland – submarine cable work;
New Zealand – master fined for excess breath alcohol;
Singapore – passing of Lee Kuan Yew; and
EXXON VALDEZ oil spill – 24 March 1989.

March 24, 2015



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. Stupidity is a gift of God, but I try to not misuse it.*

DOT – complementary PNT capability



The Department of Transportation (DOT) seeks public comment regarding potential plans for the federal government to implement an enhanced Long Range Navigation (eLoran) system as a complementary positioning, navigation, and timing (PNT) capability to the Global Positioning System (GPS). Comments should be submitted by 22 May. **80 Fed. Reg. 15268** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-03-23/pdf/2015-06538.pdf>] (3/23/15). *Note: This is a significant step in correcting the prior short-sighted decision to shut down the Loran program just as it was preparing to upgrade to eLoran. In this uncertain world, the United States can ill-afford to have all its PNT eggs in one basket.*

USCG – Bering Strait PARS



The US Coast Guard issued a notice withdrawing its 19 February 2015 publication of Port Access Route Study (PARS) In the Chukchi Sea, Bering Strait, and Bering Sea. **80 Fed. Reg. 14147** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-03-18/pdf/2015-05372.pdf>] (3/18/15). *Note: This Federal Register notice is poorly worded. It was intended to remove the 19 February publication and to restore the earlier Bering Strait PARS notice of 5 December 2014.*

USCG – COD renewal fee



The USCG National Vessel Documentation Center (NVDC) revised its **notice** [located at <http://www.uscg.mil/hq/cg5/nvdc/news/renewal.pdf>] regarding the Certificate of Documentation (COD) renewal fee to emphasize that pay for the fee must accompany the application and that the fee for fleet renewals must be paid in full with the application. (3/20/15).

USCG – seeking marine casualty investigator



The US Coast Guard seeks qualified applicants for an opening for a GS-12 marine casualty investigator at its Investigations National Center of Expertise in New Orleans. The **first job announcement** is for current federal employees. The **second job announcement** is for US citizens generally. Applications must be received by 5 April. (3/21/15).

TSA – TWIC notices



The Transportation Security Administration (TSA) issued **notices** [located at <http://www.tsa.gov/stakeholders/transportation-worker-identification-credential-twicR>] related to the Transportation Worker Identification Credential (TWIC). Delays in processing TWIC applications continue. Individuals are strongly encouraged to submit applications at least 10 to 12 weeks prior to when the card is required. In addition, applicants who request to receive their TWICs by mail will receive phone or email notification that the card has been mailed. After such notification, applicants have 60 days to report non-receipt of the card. Failure to report non-receipt of the card within 60 days will result in a \$60 fee to replace the lost card. (3/23/15).

Ireland – submarine cable work



The Irish Department of Transport, Tourism and Sport issued a notice stating that route clearance and pre-lay grapnel run for the Hibernia Express Submarine Cable System between Halifax Nova Scotia), Cork (Ireland), and Breen (UK) will commence at Breen on 24 March and continue for approximately 45 days. Vessels associated with the work should be provided with additional clearance as their ability to maneuver will be limited. **Marine Notice 08-2015** [located at http://www.dttas.ie/sites/default/files/MNO8of2015_Hibernia_Express_Cable_LayingSouthofIreland.pdf] (3/20/15).

New Zealand – master fined for excess breath alcohol



Maritime New Zealand issued a **media release** [located at <http://www.maritimenz.govt.nz/news/media-releases-2015/20150323a.asp>] stating that the master of a foreign vessel was fined \$3,000 after pleading guilty to operating his vessel while under the influence of alcohol. (3/23/15).

Singapore – passing of Lee Kuan Yew



The Singapore Maritime and Port Authority (MPA) issued a **notice** [located at http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/port_marine_notices/pn15-30.pdf] stating that a period of National Mourning from 23 March to 29 March has been declared for Singapore's Founding Prime Minister, Mr. Lee Kuan Yew, who died on 23 March. As a mark of respect, all Singapore-registered ships are requested to fly the Red Ensign at half-mast during this period. (3/23/15).

EXXON VALDEZ oil spill – 24 March 1989



On 24 March 1989, the single-hull tanker **EXXON VALDEZ** was departing the Port of Valdez, Alaska with a full load of North Slope crude oil (approximately 1.26 million barrels) destined for Long Beach when it grounded on Bligh Reef in Prince William Sound. The resulting **oil spill** (approximately 258,000 barrels), while not the largest in US history, was clearly the most important. It engendered much litigation. Public concern over the spill led directly to enactment of the **Oil Pollution Act of 1990** (OPA 90), which mandated double hulls for new tankers, response plans, and a number of other remedial measures. OPA 90 also significantly changed the liability and compensation scheme for oil spills in US waters. The amount of oil entering waters of the United States from ships drastically decreased following implementation of OPA 90. *Note: On a personal note, I was directly involved in development and*

promulgation of regulations implementing OPA 90 for the US Coast Guard, supervising a large staff of dedicated individuals. A lot has changed in the succeeding 26 years, most significantly the commitment of the maritime industry to minimize the risk of oil pollution from ships. One can only hope that oil discharges from point sources and non-point sources ashore demonstrate similar reductions.

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 – March 2015



Redistribution permitted with attribution