

Headlines:

New York Harbor – security zone proposal;
UNCTAD – Review of Maritime Transportation 2016;
ReCAAP – October report;
UK – international maritime liability conventions; and
Great Lakes storm of 1913.

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Bryant's Maritime News

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*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. When I was young, I thought nap time was punishment; now I consider it a mini-vacation.*

New York Harbor – security zone proposal



The US Coast Guard issued a technical correction to its advance notice of proposed rulemaking (ANPRM) of 3 November. The proposal related to potential changes to the security zone around Liberty State Park and Ellis Island.

In the notice, the summary erroneously stated that removal of the security zone was being considered, while the proposal itself discussed only the possibility of modifying the zone. **81 Fed. Reg. 78759** (11/9/16)
[<https://www.gpo.gov/fdsys/pkg/FR-2016-11-09/pdf/2016-27037.pdf>].

UNCTAD – Review of Maritime Transportation 2016



The United Nations Conference on Trade and Development (UNCTAD) posted its **Review of Maritime Transportation 2016**. The review analyzes long-term growth prospects for seaborne trade and maritime businesses. (11/8/16)
[<http://unctad.org/en/pages/PublicationWebflyer.aspx?publicationid=1650>].

ReCAAP – October report



The ReCAAP Information Sharing Centre posted its monthly report for **October 2016**. Five incidents were reported during the month, the same as for September. (11/8/16)
[http://www.recaap.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core_Download&EntryId=461&PortalId=0&TabId=78].

UK – international maritime liability conventions



The UK Department for Transport (DfT) issued a **bulletin** regarding the consultation (now closed) on changes to domestic legislation implementing certain international maritime liability convention, as well as notes on how the government has responded to the views and comments received. (11/8/16) [<https://www.gov.uk/government/consultations/seagoing-ship-owners-increases-to-liability-limits>].

Great Lakes storm of 1913



In early November, 1913, a blizzard struck the US Midwest and the Canadian province of Ontario. The **Great Lakes storm of 1913** reached its highest intensity on 9 November. A total of 19 ships were sunk and another 19 were stranded on Lakes Superior, Michigan, Huron, and Erie. Cargo losses were in excess of 68,300 tons and were valued at over a million dollars. More than 280 mariners lost their lives in the most destructive natural disaster to ever strike the Great Lakes.

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