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NOAA – oceanic whitetip shark listed as threatened;
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ISAC – meeting on 27 Feb – 1 March;
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CRS – LHWCA for certain private-sector maritime workers;
Kiribati - search continues for missing ferry; 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** 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. 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. Whatever hits the fan is not evenly distributed.*

Chicago Sanitary & Ship Canal – RNA amendment proposed



The US Coast Guard proposes to amend the regulated navigation area (RNA) and remove the redundant safety zone on the Chicago Sanitary and Ship Canal near Romeoville, Illinois. Comments must be received by 30 April. **83 Fed. Reg. 4171** (1/30/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-01-30/pdf/2018-01745.pdf>].

NOAA – oceanic whitetip shark listed as threatened



The National Oceanic and Atmospheric Administration (NOAA) promulgated a final rule listing the oceanic whitetip shark as threatened under

the Endangered Species Act. The rule enters into effect on 1 March. **83 Fed. Reg. 4153** (1/30/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-01-30/pdf/2018-01682.pdf>].

MTSNAC – meeting on 27-28 February



The US Maritime Transportation System National Advisory Committee (MTSNAC), sponsored by the Maritime Administration (MARAD), will meet in Washington, DC on 27-28 February. **83 Fed. Reg. 4398** (1/30/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-01-30/pdf/2018-01744.pdf>].

ISAC – meeting on 27 Feb – 1 March



The Invasive Species Advisory Committee (ISAC), sponsored by the Department of the Interior (DOI), will meet on 27 February – 1 March in Washington, DC. Topics on the agenda include cooperative federalism, effective partnerships, streamlining of regulatory procedures, data mobilization, and innovative tools and technologies. **83 Fed. Reg. 4241** (1/30/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-01-30/pdf/2018-01538.pdf>].

CBP – first APC system on a ferry



The US Customs and Border Protection (CBP) issued a **media release** stating that the first Automated Passport Control (APC) system on board a ferry has been installed on the Ferries del Caribe ferry Kydon that operates between San Juan, Puerto Rico and Santo Domingo, Dominican Republic. (1/29/18) [<https://www.cbp.gov/newsroom/local-media-release/cbp-announces-first-automated-passport-control-system-board-ferry>].

CRS – vessel incidental discharge legislation



The Congressional Research Service (CRS) issued a report on vessel incidental discharge legislation in Congress and the variety of issues involved. **R45050** (1/8/18) [<https://fas.org/sgp/crs/misc/R45050.pdf>].

CRS – LHWCA for certain private-sector maritime workers



The Congressional Research Service (CRS) issued a report on LHWCA compensation for certain private-sector maritime workers. **R41506** (1/5/18) [<https://fas.org/sgp/crs/misc/R41506.pdf>].

Kiribati – search continues for missing ferry



Maritime New Zealand issued a **media release** stating that Australian and US aircraft are joining the search for the missing Kiribati ferry with 50 persons on board in the western Pacific. The seven survivors located in a drifting dinghy will be collected tomorrow by a Kiribati patrol boat. (1/29/18) [<https://www.maritimenz.govt.nz/public/news/media-releases-2018/20180129a.asp>].

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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