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Panama Canal – expansion work restarts; and
Motor lifeboat 36500 – rescue of 18 February 1952.

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Bryant's Maritime News



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MARAD – Title XI proposal



The Maritime Administration (MARAD) proposes to amend its regulations regarding the Title XI loan guarantee program with respect to other relevant criteria to be considered when evaluating the economic soundness of loan guarantee applications. Comments on the proposal should be submitted by 26 March. [79 Fed. Reg. 10075](#) (February 24, 2014).

BOEM – offshore facility limits of liability



The Bureau of Ocean Energy Management (BOEM) proposes to amend the regulation regarding the limits of liability for offshore facilities under the Oil Pollution Act of 1990 (OPA 90) to reflect increases in the consumer price

index (CPI) since 1990 and to establish a methodology to future changes to the limits of liability. Under the proposal, liability limits would rise from \$75 million to \$133.65 million, with regular future changes tied to changes in the CPI. Comments on the proposal should be submitted by 26 March. [79 Fed. Reg. 10056](#) (February 24, 2014).

Mississippi River – collision and oil spill



The US Coast Guard issued a [news release](#) stating that a vessel and a barge collided near mile marker 154 on the Lower Mississippi River. The collision resulted in the discharge of light crude oil from the barge into the river. A [second news release](#) states that lightering operations on the damaged barge have concluded and the source of the oil spill has been secured. Response actions continue. The incident is under investigation. (2/23/14).

USCG – 2014 Light List Volumes



The US Coast Guard has posted on the internet the [2014 Light List Volumes](#). (2/21/14).

USCG – NVDC electronic payment capabilities



The USCG National Vessel Documentation Center (NVDC) issued a [notice](#) stating that, effective 20 February, electronic payment capabilities are limited to: Abstract of Title requests; Certificate of Documentation (COD) late renewals; and certified copy of COD requests. (2/20/14).

USCG – updated NOAD schema



The USCG National Vessel Movement Center (NVMC) issued a [notice](#) stating that on Tuesday, 22 April 2014, an updated NOAD schema, versioned 3.4, will be released that incorporates improvements in vessel response plan data recording. When NOAD Schema 3.4 is released, NOAD Schema 3.2 and older versions will no longer be supported. (2/21/14).

St. Lawrence Seaway – 2014 navigation season



The Great Lakes-St. Lawrence Seaway System issued a notice stating that the 2014 Navigation Season is schedule to open on 28 March. **Notice 1-2014** (2/21/14).

Australia – seafarer training and certification



The Australian Maritime Safety Authority (AMSA) issued a **media release** stating that Marine Orders have been signed to modernize its training and certification framework for international seafarers and implement recent amendments to the STCW Convention. (2/21/14).

Panama Canal – expansion work restarts



The Panama Canal Authority issued a **press release** stating that the contractor has restarted work on the Canal Expansion Project. The Authority will make an interim payment of \$36.8 million to cover December invoices. (2/20/14).

Motor lifeboat CG 36500 – rescue of 18 February 1952



The US Coast Guard motor lifeboat 36500 is the only one of the many hundreds that were built between the 1930s and the 1950s to be placed on the National Register of Historic Places. On 18 February 1952, during a severe winter storm off Cape Cod, two T-2 tankers, SS Fort Mercer and SS Pendleton, suffered separate massive material failures and both broke in half. The Coast Guard learned of the SS Fort Mercer casualty and dispatched several cutters and a motor lifeboat. Several hours later, the two halves of the hull of SS Pendleton were observed. The CG 36500 was dispatched with a crew of four volunteers: BM1 Bernard “Bernie” Webber, ENG3 Andrew “Andy” Fitzgerald, SN Irving “Ervin” Maske, and SN Richard Livesey. Most of the crewmembers of SS Fort Mercer were successfully rescued despite the trying conditions. The bow section of SS Pendleton, with the master and seven crewmembers, sank with no survivors. The stern section, with 33 crewmembers, remained afloat. BM1 Webber maneuvered the CG 36500 alongside and successfully took 32 of the crewmembers on board, despite the horrendous seas and the fact that the motor lifeboat was rated for a maximum of twelve persons. Later, BM1 Webber said he

did not consider the rescue a success because one Pendleton crewmember died after falling into the water while evacuating from the ship. The stern section of SS Pendleton sank minutes after the last crewmember got off. BM1 Webber returned slowly and carefully to the Chatham Station, delivering the survivors to an amazed group of local residents, fishermen, and fellow Coast Guardsmen on the pier. Soon thereafter, BM1 Webber and the other three Coast Guardsmen from the CG 36500 were awarded the Coast Guard Gold Lifesaving Medal, the service's highest award. Motor lifeboat CG 36500 continued on active duty until stricken from the rolls in 1968. Of the four brave crew of the motor lifeboat, only Andy Fitzgerald is still living, the others having crossed the bar. The lifeboat, though, has been fully restored and is lovingly maintained by the Orleans Historical Society at Rock Harbor in Orleans, Massachusetts, not far from where it served in Chatham in 1952. *Note: This item has been repeated from the 18 February 2014 edition, with several inadvertent errors corrected.*

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

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