

Headlines:

USCG – VADM Neffenger nominated to be Vice Commandant;
USCG – Eastern Great Lakes AMSC;
SLSDC – Advisory Board meeting;
NTSB – engine room fire;
NTSB – Marine Accident Investigator (Nautical);
FMC – P3 Agreement clears review;
FMC – online payments;
FERC – Puget Sound tidal energy project;
Australia – fall from pilot ladder; and
QUEEN OF THE NORTH grounding & sinking – 22 March 2006.

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Bryant's Maritime News

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USCG – VADM Neffenger nominated to be Vice Commandant



The US Coast Guard issued an announcement stating that President Obama has nominated VADM Peter V. Neffenger for assignment as the Vice Commandant of the Coast Guard, subject to the advice and consent of the Senate. [ALCOAST 115/14](#) (3/19/14).

USCG – Eastern Great Lakes AMSC



The US Coast Guard seeks individual interested in serving on the Eastern Great Lakes Area Maritime Security Committee (AMSC) and its four

regional sub-committees. Requests for membership should be received by 21 April. [79 Fed. Reg. 15752](#) (March 21, 2014).

SLSDC – Advisory Board meeting



The Saint Lawrence Seaway Development Corporation (SLSDC) issued a notice stating that its Advisory Board will meet on 24 April in Massena, New York. [79 Fed. Reg. 15804](#) (March 21, 2014).

NTSB – engine room fire



The National Transportation Safety Board (NTSB) issued the report of its investigation into an engine room fire on board the towing vessel Marguerite L. Terral on 9 June 2012 on the Lower Mississippi River near Hickman, Kentucky. Origin of the engine room fire could not be determined. Contributing to the extent of the fire damage was the crew's failure to set fire boundaries, to shut down the ventilation, and to use the onboard fire suppression equipment effectively. [MAB-14/04](#) (3/20/14).

NTSB – Marine Accident Investigator (Nautical)



The National Transportation Safety Board (NTSB) issued a **Job Announcement** stating that it seeks qualified applicants for the position of Marine Accident Investigator (Nautical). Applications must be received by 7 April. (3/20/14). *Note: This item was brought to my attention by my good friend Richard Hiscock of [Off Soundings](#).*

FMC – P3 Agreement clears review



The Federal Maritime Commission (FMC) issued a **news release** stating that it has concluded an extensive review of the proposed P3 Network Vessel Sharing Agreement, FMC Agreement No. 012230, including the information received from the agreement parties in response to the FMC's request for additional information. The pending agreement would authorize the parties to share vessels and engage in related cooperative operating activities in the trades between the United States and Asia, North Europe, and the Mediterranean. The Commission's decision, from which Commissioner Lidinsky dissents, will allow the Agreement to become effective as scheduled on 24 March. (3/20/14).

FMC – online payments



The Federal Maritime Commission (FMC) issued a **news release** stating that it now accepts online payments through the Department of the Treasury's Pay.gov service for paying FMC fees and invoices. (3/19/14).

FERC – Puget Sound tidal energy project



The Federal Energy Regulatory Commission (FERC) issued a **news release** stating that it issued a ten-year pilot license to Public Utility District No. 1 of Snohomish County for the proposed Admiralty Inlet Tidal Project to be located in Puget Sound. The 600-kilowatt project is designed to determine whether the tidal energy resources of Puget Sound are commercially viable. (3/20/14).

Australia – fall from pilot ladder



The Australian Transport Safety Bureau (ATSB) issued the report of its investigation into the fall from the pilot ladder on board the chemical tanker Golden Concord near Goods Island, Torres Strait on 4 July 2013. A coastal pilot was disembarking from the tanker with the assistance of only the second mate. As he was transferring his weight from the pilot ladder to the manropes, one of the manropes appeared to give way. The pilot was unable to establish a firm grip on the rope, lost his balance, and fell to the deck of the pilot boat three meters below. The pilot did not sustain any serious injuries. Inspection found the ladder, shackles, ropes, and securing arrangements to be in good order. The pilot company's procedures and the ship's pilot transfer procedures were found to be inadequate and have since been remedied. **MO-2013-008** (3/20/14).

QUEEN OF THE NORTH grounding and sinking – 22 March 2006



The ro-ro ferry **Queen of the North** operated on the Inside Passage between Port Hardy, Vancouver Island and Prince Rupert, near the Alaskan border. On the evening of 21 March 2006, Queen of the North departed Prince Rupert with 59 passengers and 42 crew members for what was expected to be a routine voyage to Port Hardy. Just south of Prince Rupert, the route enters Grenville Channel between the mainland on the port side and Pitt Island and then Farrant Island on the starboard side. Grenville Channel is 72 kilometers (45 miles) in length and almost straight as an arrow. Exiting Grenville Channel, the route enters Wright Sound and turns to port, avoiding Gil Island dead ahead, and

moving on to the next channel. At approximately 0021 on the morning of 22 March 2006, Queen of the North inexplicitly missed the turn exiting Grenville Channel. It continued on for 14 minutes after it should have changed course, transiting four nautical miles, and grounded at cruising speed (17.5 knots) off Gil Island. Although heavily damaged, the ferry remained afloat for about one hour. Fishing and recreational vessels from nearby Hartley Bay arrived quickly to assist as people evacuated onto the lifeboats. Various Canadian Coast Guard vessels were also dispatched. Due to the shock and confusion, along with the inclement weather, no accurate list of the evacuees was compiled during this process. It was only later that officials determined that two of the passengers were unaccounted for. They have never been found and are presumed to have died as a result of the grounding and sinking. The ferry was not equipped with a voyage data recorder (VDR), so conversations on the bridge were not recorded. There were two persons on the bridge at the time: the fourth officer and the helmsman. The second officer was on duty, but down below in the officers' lounge at the time. In its investigation, the TSB recommended that large Canadian passenger ferries be required to install VDRs and that those ferries conduct regular fire and boat drills, including passenger counts. Those remedial measures have now been instituted.

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

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