

Headlines:

USCG – merchant mariner examinations;
USCG – Certificate of Documentation fee;
USCG – US-build determination;
NOAA – coral species listed as threatened;
USN – UUV delivered;
UK – safe loading and unloading of bulk carriers;
UK – child rescued after fall from ferry; and
Sinking of SS Metis – 30 August 1872.

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Bryant's Maritime News

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Note: This newsletter is one section of the [Bryant's Maritime Consulting](http://brymar-consulting.com) website. Visit the site for more extensive maritime regulatory information. Individual concerns may be addressed by retaining [Dennis Bryant](mailto:dennis.l.bryant@gmail.com) 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. The search for intelligent life on the third planet continues.

USCG – merchant mariner examinations



The USCG National Maritime Center (NMC) issued a **notice** stating that a mariner seeking an original national endorsement or raise of grade based on training or service started before March 24, 2014 will be examined under the regulations in effect before that date unless they have specifically requested to examine for their endorsement under the final rule published by the Coast Guard on December 24, 2013. (8/28/14).

USCG – Certificate of Documentation fee



The USCG National Vessel Documentation Center (NVDC) issued a **notice** reminding stakeholders that, effective 10 November, the cost to renew a Certificate of Documentation (COD) will be \$26.00. (8/28/14).

USCG – US-build determination



The **determination letter** regarding construction in the Aker Philadelphia Shipyard of up to eight product tankers with certain foreign-built components and foreign-sourced materials. Among other things, the letter concludes that use of foreign-built deck-mounted ballast water treatment units will not adversely affect the status of these tankers as having been built in the United States. (8/27/14).

NOAA – coral species listed as threatened



The National Oceanic and Atmospheric Administration (NOAA) issued a **news release** stating that it will afford Endangered Species Act (ESA) protections to twenty coral species found in the Indo-Pacific and the Caribbean determined under the ESA to be threatened. (8/27/14).

USN – UUV delivered



The US Navy issued a **news release** stating that an unmanned undersea vehicle (UUV) has been delivered to the Commander, Submarine Development Squadron 5 in Keyport, Washington. The UUV is able to perform at a maximum depth of 1,000 meters for up to 72 hours. It can conduct limited autonomous contact avoidance maneuvers and has sophisticated sensors. (8/28/14).

UK – safe loading and unloading of bulk carriers



The UK Maritime and Coastguard Agency (MCA) republished **guidance** on the safe loading and unloading of bulk carriers, implementing EC Directive 2001/96/EC (establishing harmonized requirements and procedures for safe loading and unloading of bulk carriers). (8/27/14).

UK – child rescued after fall from ferry



The UK Marine Accident Investigation Branch (MAIB) issued re report of its investigation of the falling overboard and recovery of a young child from the passenger ferry Snowdrop at a terminal on the River Mersey on 14 October 2013. The child was rescued by the ship's mate after she fell over the upper deck guard rail. The location and design of the seating allowed the child to climb to the top of the guard rail. The adults responsible for the child allowed her to stand on the

seating and then became distracted. Procedures to inform the Coastguard were not followed. [Report 22-2014](#) (8/28/14).

Sinking of SS Metis – 30 August 1872



During a rainstorm, the passenger vessel **SS Metis**, with approximately 242 passengers and crew on board collided with the schooner **Nettie Cushing** at about 4 a.m. on 30 August 1872 in Long Island Sound near Watch Hill, Rhode Island. **Metis**, en route from New York to Providence, was holed below the waterline and flooded quickly. Passengers were assembled and many boarded lifeboats. The captain and the agent of the Providence and New York Steamship Line refused to board lifeboats and remained in the pilot house. They were among the forty persons still alive when the vessel's upper works washed ashore. The **Revenue Cutter Moccasin**, Captain David Ritchie commanding, rushed to the scene, rescuing 45 persons and recovering 17 bodies. It is estimated that 130 persons died in the sinking. Captain Ritchie and the officers and men of **Moccasin** received the formal Thanks of Congress by means of a Resolution adopted on 24 January 1873. A US Life-Saving Station was built at Watch Hill in 1879, adjacent to the Lighthouse. There was no marine insurance on **Metis**. Suits were brought against the shipowner, including one by a passenger stating that he bought his \$3 ticket and incurred injuries and expenses due to the sinking – he demanded \$20,000 damages. The owners filed a petition in federal court seeking exoneration from and limitation of liability.

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

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