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USCG – prohibited cargo vessels;
USCG – prohibited ship managers;
USCG – safety culture offshore;
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California – technology and fuels assessment workshop;
Australia – sanctions;
Australia – longshoreman fatality;
Sinking of SS Princess Alice – 3 September 1878; and
UK – Red Ensign Day – 3 September 2014.

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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. I'm just a visitor from the twentieth century.

USCG – prohibited cargo vessels



The US Coast Guard posted an [updated list](#) [http://www.uscg.mil/hq/cgcvc/cvc2/security/rso/prohibited_cargo/ProhibitedCargoVsl.pdf] of foreign-flag vessels prohibited from carrying US Government impelled cargo. (9/2/14).

USCG – prohibited ship managers



The US Coast Guard posted an [updated list](#) [http://www.uscg.mil/hq/cgcvc/cvc2/security/rso/prohibited_cargo/ProhibitedCargoOwner.pdf] of ship management companies prohibited from carrying US Government impelled cargo. (9/2/14).

USCG – safety culture offshore



Rear Admiral Paul Thomas, USCG, Assistant Commandant for Prevention Policy, made a **presentation** [<http://mariners.coastguard.dodlive.mil/2014/09/02/922014-safety-culture-offshore/>] to the Marine Board of the National Academies regarding the Coast Guard's views on the safety culture offshore. (9/2/14).

San Francisco Bay – Urban Shield 2014



The US Coast Guard promulgated a rule establishing a temporary safety zone on certain waters of South San Francisco Bay in Oakland in support of the Urban Shield 2014 maritime training exercise on 6 and 7 September. **79 Fed. Reg. 52199** [<http://www.gpo.gov/fdsys/pkg/FR-2014-09-03/pdf/2014-20958.pdf>] (September 3, 2014).

CFSAC – meeting



The Commercial Fishing Safety Advisory Committee (CFSAC), sponsored by the US Coast Guard, will meet on 23-24 September in Providence. Topics on the agenda include the status of rulemaking projects and updates on safety and survival equipment. **79 Fed. Reg. 52347** [<http://www.gpo.gov/fdsys/pkg/FR-2014-09-03/pdf/2014-20883.pdf>] (September 3, 2014).

California – technology and fuels assessment workshop



The California Air Resources Board (ARB) issued a **notice** [<http://www.arb.ca.gov/msprog/tech/presentation.htm>] stating, in pertinent part, that it will conduct a technology and fuels assessment workshop relating to ocean-going vessels, commercial harbor craft, and cargo handling equipment on 9 September in Diamond Bar, California. (9/2/14).

Australia – sanctions



The Australian Maritime Safety Authority (AMSA) issued a notice reminding owners, operators, masters, and crew members of Australian ships of the application of Australian sanctions laws to persons on and activities of

Australian ships worldwide. [Marine Notice 14-2014](https://apps.amsa.gov.au/MOReview/MarineNoticeExternal.html) [<https://apps.amsa.gov.au/MOReview/MarineNoticeExternal.html>] (9/2/14).

Australia – longshoreman fatality



The Australian Transport Safety Bureau (ATSB) issued the report of its investigation of a longshoreman (stevedore) fatality on board Tasmanian Achiever at Webb Dock, Melbourne on 20 May 2014. Single-stacked roll trailers were being loaded on the general cargo ro-ro ship by means of a rear-mounted prime mover (tractor). A longshoreman was on deck assisting in the loading and positioning. The forward view of the tractor driver was blocked by the trailers. The longshoreman was distracted when he picked up some mats on the deck and he failed to notice the approach of the tractor and trailers. Nearby crew members who saw what was happening shouted, but were unheard. The trailers struck and killed the longshoreman. Subsequently, loading operations have been reviewed and an additional longshoreman has been placed on the deck to improve coordination. [MO-2014-004](http://www.atsb.gov.au/media/5092994/mo-2014-004-final.pdf) [<http://www.atsb.gov.au/media/5092994/mo-2014-004-final.pdf>] (9/2/14).

Sinking of SS Princess Alice – 3 September 1878



The passenger paddle steamer Princess Alice was built in 1865. It operated primarily as an excursion steamer on the River Thames, carrying sightseers from London to Gravesend and back. On 3 September 1878, it departed in the morning for a “Moonlight Trip”, transiting to Gravesend so that passengers could spend several pleasant hours touring Rosherville Gardens and other sights, and then returning to London in the moonlight after sunset. Princess Alice was behind schedule that night, fighting the tide. It was to stop at the North Woolwich Pier, near the Royal Victoria Gardens and just downriver from the present-day Thames Barrier, to drop off some passengers. In accord with a common practice of the day, the master stayed in the slack water on the south side of the river for as long as possible while transiting Gallions Reach, just before arrival at the pier. Meanwhile, the much larger coal carrier SS Bywell Castle was proceeding downbound. Observing the lights of the Princess Alice near the south shore of the river, the Bywell Castle set course for a starboard-to-starboard passing. Princess Alice altered course sharply to reach the pier, apparently not sighting the rapidly approaching Bywell Castle. The coal carrier rammed the passenger vessel amidships, splitting it in two. The Princess Alice sank within four minutes. Only one hour before, the twice-daily releases of 75 million imperial gallons of raw sewage from the sewer outfalls just upstream had occurred. Of the approximately 800 persons on board Princess Alice, over 650 died, either as a direct result of the impact or by drowning in the sewage-laden waters. Public opinion blamed the Bywell Castle’s master for the casualty, even

though he fully complied with the collision regulations and was exonerated by the subsequent official inquiry. The master of the Princess Alice, who died in the casualty, was found to have violated the collision regulations. The Marine Police Force was made responsible to marine safety on the River Thames. Shortly thereafter, London sewage was taken by barge and dumped at sea, rather than in the river. The incident remains to this day as the single greatest loss of life on the River Thames.

UK – Red Ensign Day – 3 September 2014



Merchant Navy Day (more commonly called “Red Ensign Day”) is commemorated on Wednesday, 3 September 2014. It honors the merchant mariners who served and are serving on UK-flag vessels worldwide. More information regarding the flag flown by British merchant vessels is available at [Red Ensign](http://en.wikipedia.org/wiki/Red_Ensign). [http://en.wikipedia.org/wiki/Red_Ensign] (8/31/13).

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

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