

Headlines:

USCG – medical waiver proposal;
USCG – fire protection measures on cruise ships;
DOJ – operator & engineer plead guilty;
MARAD – WOW Conference;
General Order on Port & Starboard – 18 February 1846; and
Motor Lifeboat 36500 – rescue of 18 February 1952.

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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. Soon after a new safety device is invented, innovative mariners develop a work-around.

USCG – medical waiver proposal



The US Coast Guard proposes to amend its policy of medical waivers for merchant mariner credential applicants with the following conditions: cardiomyopathy; diabetes mellitus; narcolepsy; and obstructive sleep apnea. Comments on the proposal must be received by 19 May. **80 Fed. Reg. 8586** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-02-18/pdf/2015-03109.pdf>] (2/18/15).

USCG – fire protection measures on cruise ships



The US Coast Guard posted two **fire protection notices** [located at https://homeport.uscg.mil/cgi-bin/st/portal/uscg_docs/MyCG/Editorial/20150217/clianotices_3.pdf?id=d2a76029192fbcd684caa7fd64d9ef030cf9ae9] issued by the Cruise Lines International Association (CLIA). The first notice relates to fire protection measures for covered mooring decks and the second notice relates to water mist fire suppression systems in category “A” machinery spaces. (2/17/15).

DOJ – operator & engineer plead guilty



The Department of Justice (DOJ) issued a **news release** [located at <http://www.justice.gov/usao-ak/pr/shipping-company-and-chief-engineer-charged-dumping-oil-alaskas-exclusive-economic-zone>] stating that the operator and former chief engineer of the vehicle carrier City of Tokyo have pleaded guilty in federal court to charges of dumping oily waste into waters of the United States and to knowingly creating and presenting to the US Coast Guard a fraudulent oil record book (ORB). The operator has agreed to pay \$800,000 and to serve three years of probation, during which time it will implement an environmental compliance program. (2/12/15).

MARAD – WOW Conference



The Maritime Administration (MARAD) issued a **notice** [located at http://www.marad.dot.gov/mariners_landing_page/women_on_the_water/WOWhome.htm] announcing that the seventh annual Women on the Water (WOW) Conference will be held at the US Merchant Marine Academy on 25-27 March. Registration is now open. (2/27/15).

General Order on Port and Starboard – 18 February 1846



On 18 February 1846, Secretary of the Navy George Bancroft issued the following General Order: "It having been repeatedly represented to the Department, that confusion arises from the use of the words 'Larboard' and 'Starboard', in consequence of the similarity of sound, the word 'Port' is hereafter to be substituted for 'Larboard'."

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 a cutter 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. The survivors of SS Fort Mercer were rescued and brought ashore in trying conditions, but in typical Coast Guard fashion. The bow section of SS Pendleton, with the master and seven crewmembers, eventually sank with no survivors. The stern section, with 32 crewmembers, remained afloat. BM1 Webber maneuvered the CG 36500 alongside and took the crewmembers on board, despite the horrendous seas and the fact that the motor lifeboat was rated for a maximum of twelve persons. 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. Later that year, 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. Three of the four brave men are now deceased. 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. Several books and numerous articles have been published about the incident and a motion picture is now in production.

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