

Headlines:

DOD – transporter proof of delivery;
MARAD – recognition awards for US-flag vessel usage;
USN – USS Arizona Memorial dock damaged in allision;
DHS – leap second; and
Sinking of RMS Empress of Ireland – 29 May 1914.

May 29, 2015



Bryant's Maritime News

Bryant's Maritime Consulting - 4845 SW 91st Way - Gainesville, FL 32608-8135 - USA

Tel: 1-352-692-5493 – Email: dennis.l.bryant@gmail.com – Internet: <http://brymar-consulting.com>

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. Never trust atoms – they make up everything.

DOD – transporter proof of delivery



The Department of Defense (DOD) proposes to amend its regulations to add a clause allowing the Government to require that contractors provide Transporter Proof of Delivery (TPD) when requested. TPD means a commercial document that is generated by the contractor or the contractor's transporter of supplies and is signed by the Government customer in order to document delivery of supplies under a contract or order. Comments on the proposal must be received by 28 July. [80 Fed. Reg. 30648](http://www.gpo.gov/fdsys/pkg/FR-2015-05-29/pdf/2015-13002.pdf) [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-05-29/pdf/2015-13002.pdf>] (5/29/15).

MARAD – recognition awards for US-flag vessel usage



The Maritime Administration (MARAD) issued a notice announcing the “U.S. Ships” program to recognize private commercial entities that reach certain US-flag vessel usage rates for carriage of goods or private or government entities that otherwise make noteworthy contributions to utilization of US-flag

vessels. [80 Fed. Reg. 30759](http://www.gpo.gov/fdsys/pkg/FR-2015-05-29/pdf/2015-13019.pdf) [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-05-29/pdf/2015-13019.pdf>] (5/29/15).

USN – USS Arizona Memorial dock damaged in allision



The [U.S. Navy Region Hawaii](#) issued a statement on its Facebook page [located at <https://www.facebook.com/NavyRegionHawaii>] expressing regret for any inconvenience caused when the USS Arizona Memorial dock was struck while tugs were assisting the USNS Mercy in Pearl Harbor on 27 May. Among other things, the dock was moved about ten feet toward the Memorial. The dock is closed to visitors until further notice. (5/27/15).

DHS – leap second



The Department of Homeland Security issued a [notice](#) [located at http://www.navcen.uscg.gov/pdf/cgsic/Leap_Second_Best_Practices_20150526_Intrl_Version.pdf] advising stakeholders of best practices for the leap second event occurring on 30 June 2015. On that date, 23:59:59 will be followed by 23:59:60, which will then be followed by 00:00:00 on 1 July. (5/26/15). *Note: Persons working the late shift should seek overtime pay for this additional burden, which is a direct result of the Coriolis Effect.*

Sinking of RMS Empress of Ireland – 29 May 1914



One hundred and one years ago, on 29 May 1914, the passenger ship RMS Empress of Ireland collided with the coal ship Storstad in the St. Lawrence River in heavy fog. The passenger ship sank within 15 minutes. Of the 1,477 passengers and crew on board, 1,012 perished, making it Canada's worst peacetime marine disaster. The subsequent investigation into the incident was largely inconclusive due to the conflicting testimony of the witnesses, but Canadian Pacific Railway, the owner of the passenger ship, ultimately won an award of \$2 million damages from the owner of the coal ship.

Join our mailing list



If you are not receiving our almost daily electronic newsletter and would like have it sent directly to your email inbox, please right-click the box below and provide your email address.

[Join Our Mailing List!](#)



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

Dennis L. Bryant

Bryant's Maritime Consulting
4845 SW 91st Way
Gainesville, FL 32608-8135
USA

1-352-692-5493
dennis.l.bryant@gmail.com
<http://brymar-consulting.com>

© Dennis L. Bryant – May 2015

 **Redistribution permitted with attribution**