

## Headlines:

USCG – NMSAC members sought;  
USN – sunken military craft;  
USCG – VRP and FRP programs transfer;  
MARAD – exhaust cleaning systems; 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. Stupidity is a gift of God, but I try to not misuse it.*

## **USCG – NMSAC members sought**

The US Coast Guard seeks applications for membership on the National Maritime Security Advisory Committee (NMSAC). Applications must be received by 30 October. [80 Fed. Reg. 52484](#) [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-08-31/pdf/2015-21532.pdf>] (8/31/15).

## **USN – sunken military craft**

The US Navy promulgated amendments to its regulations for managing sunken military craft and updating its procedures for research activities for terrestrial military craft under its jurisdiction. The revisions enter into effect on 1 March 2016. [80 Fed. Reg. 52587](#) [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-08-31/pdf/2015-20795.pdf>] (8/31/15).

## **USCG – VRP and FRP programs transfer**

The US Coast Guard issued a Marine Safety Information Bulletin announcing that, effective 1 July 2015, responsibility of the Vessel Response Plan (VRP) and Facility Response Plan (FRP) programs was transferred from the Offices of Commercial Vessel Compliance (CG-CVC) and Port and Facility

Compliance (CG-FAC) respectively to the Office of Marine Environmental Response (CG-MER). **MSIB 08-15** [located at [http://www.uscg.mil/msib/docs/008\\_15\\_8-26-2015.pdf](http://www.uscg.mil/msib/docs/008_15_8-26-2015.pdf)] (8/26/15).

## **MARAD – exhaust gas cleaning systems**

The Maritime Administration (MARAD) issued a **news release** [located at [http://www.marad.dot.gov/newsroom/news\\_release/2015/marad-announces-new-exhaust-gas-scrubber-guide-for-maritime-applications/](http://www.marad.dot.gov/newsroom/news_release/2015/marad-announces-new-exhaust-gas-scrubber-guide-for-maritime-applications/)] announcing the availability of the Fourth Edition of the **Exhaust Gas Cleaning Systems Selection Guide** developed by the Ship Operations Cooperative Program. (8/28/15).

## **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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