

Headlines:

USCG – fire protection, detection & extinguishing equipment;
FMC – proposed rulemakings approved;
USN – decommissioned frigate sunk;
UK – submarine-merchant ship collision;
UK – collateral lie not relevant; and
Eastland sinking – 24 July 1915.

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Bryant's Maritime News

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USCG – fire protection, detection & extinguishing equipment



The US Coast Guard promulgated an 86-page final rule harmonizing its approval processes for fire detection and alarm systems and revising its regulations for extinguishing equipment so as to remain current and address advances in technology. The rule enters into effect on 22 August. **81 Fed. Reg. 48219** (7/22/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-07-22/pdf/2016-15229.pdf>].

FMC – proposed rulemakings approved



The Federal Maritime Commission (FMC) issued a **news release** stating that, at their 20 July meeting, the Commissioners voted to seek public comment on the proposed rulemakings on OCC and MTO agreements and on service contracts and NVOCC service arrangements. (7/21/16) [<http://www.fmc.gov/nr16-13/>].

USN – decommissioned frigate sunk



The US Navy issued a **news release** stating that live fire from ships and aircraft participating in the Rim of the Pacific 2016 exercise sank the decommissioned USS Crommelin (FFG 37) in water 15,000 feet deep and 55 nautical miles north of Kauai. (7/20/16) [http://www.navy.mil/submit/display.asp?story_id=95786].

UK – submarine-merchant ship collision



The UK Ministry of Defence (MoD) issued a **press release** stating that the Astute-class nuclear submarine HMS Ambush, while submerged and conducting a training exercise off Gibraltar was involved in a glancing collision with a merchant vessel. Initial indications are that the merchant vessel has not sustained damage. The submarine suffered damage to its sail. There were no injuries. (7/20/16) [<https://www.gov.uk/government/news/royal-navy-statement-20-july-2016>].

UK – collateral lie not relevant



The UK Supreme Court ruled that marine insurers may not repudiate liability on the ground that the insured had told a lie in presenting the claim if the lie proved to be irrelevant to the insurer's liability. In the instant case, the insured intentionally misstated the time at which the bilge alarm on the ship had sounded. The misstatement was found to be a collateral lie, told by the insured to embellish its claim but not relevant to whether the claim was justified. **Versloot Dredging v HDI Gerling**, [2016] UKSC 45 (7/20/16) [<https://www.supremecourt.uk/cases/docs/uksc-2014-0252-judgment.pdf>].

Eastland sinking – 24 July 1915



On 24 July 1915, the passenger vessel **EASTLAND** capsized and sank at its dock on Lake Michigan in Chicago. Of the approximately 2,600 persons on board, 844 drowned. It remains the largest loss of life from a single shipwreck in the history of the Great Lakes. The ship was launched in 1903 and immediately acquired a reputation for being tender. It was top-heavy, with the center of gravity being too high, particularly when a large number of passengers congregated on the top deck. On the fatal date, the Western Electric Company had chartered the EASTLAND and two other passenger vessels to take employees and their families to a picnic in Michigan City. Legislation resulting from the Titanic disaster had recently been enacted requiring the EASTLAND and other passenger ships to install new (and heavier) lifeboats, further exacerbating its listing problem. At about 7:15 in the morning, shortly before the ship was due to get underway, it began to list to port. Despite desperate efforts by the crew to ballast the vessel, it lurched onto its side and sank at the pier. The company president and three senior company officers were indicted for manslaughter, but never tried. Legislation was later adopted mandating improvements to vessel stability.

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