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## Bryant's Maritime News

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## Morehead City – bulker grounds, channel closed



The US Coast Guard issued a **news release** stating that the Beaufort Inlet Channel has been closed to deep draft traffic following the grounding of the bulk carrier Pola Palekh. No injuries, damages, or pollution have been reported. (11/17/16) [<http://www.uscgnews.com/go/doc/4007/2901534/>]. A **second news release** states that the bulker has been refloated and the channel opened. [<http://www.uscgnews.com/go/doc/4007/2901534/>].

## USCG – REC Baltimore IT system malfunction



The USCG National Maritime Center (NMC) issued an **announcement** stating that Regional Examination Center (REC) Baltimore suffered an IT system malfunction at approximately 0800 on Tuesday, 15 November that resulted in the deletion of that unit's mariner application email inbox. The inbox has since been restored, but there may have been a small number of applications submitted just prior to the malfunction that are irretrievable. Mariners who emailed applications to REC Baltimore between 0800 on Tuesday, 15 November and 1200 on Wednesday, 16 November should contact the NMC's Customer Service Center to confirm that the application was received. (11/17/16) [[https://www.uscg.mil/nmc/announcements/pdfs/rec\\_baltimore\\_email\\_issues\\_notice.pdf](https://www.uscg.mil/nmc/announcements/pdfs/rec_baltimore_email_issues_notice.pdf)]. *Note: Potentially affected mariners should exercise prudence.*

## USCG – vessel documentation reminder



The US Coast Guard issued a **bulletin** reminding vessel owners and operators that the National Vessel Documentation Center (NVDC) is the only entity authorized to issue Certificates of Documentation (CODs) for US-flag vessels. There are commercial entities that offer, for a fee, to manage the certification process on behalf of vessel owners. The USCG does not endorse any of these companies and they do not operate on behalf of the Coast Guard in any way. (11/17/16) [<http://mariners.coastguard.dodlive.mil/2016/11/17/important-information-vessel-owners-operators-pursuing-federal-documentation/>].

## NTSB – engine room fire on containership



The National Transportation Safety Board (NTSB) issued the report of its investigation into the 8 December 2015 fire in auxiliary engine room no. 1 on the containership *Gunde Maersk* shortly after the vessel departed Terminal 46 in Seattle, Washington. The fire was quickly extinguished by the vessel's high pressure water mist system. As a result of the fire damage, the vessel lost propulsion and required tugboats to return to its berth. There was no environmental damage and none of the 23 crewmembers were injured. Damage was estimated at \$380,000. The probable cause of the fire was an improperly installed fitting on a fuel line supplying a fuel injector pump for auxiliary engine no. 1. [MAB 16-24](#) (11/17/16) [<http://www.nts.gov/investigations/AccidentReports/Reports/MAB1624.pdf>].

## MARAD – workshop on high-power batteries



The Maritime Administration (MARAD) issued a notice stating that, in cooperation with Det Norske Veritas-Germanischer Lloyd, American Bureau of Shipping, and the American Society for Testing and Materials, it will hold a workshop on 15-16 December in Washington, DC to share information and gather input related to the application of high-power batteries in maritime application. [81 Fed. Reg. 81861](#) (11/18/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-11-18/pdf/2016-27757.pdf>].

## ISAC – meeting on 7-8 December



The Invasive Species Advisory Committee (ISAC), sponsored by the Department of the Interior (DOI), will meet on 7-8 December in Washington, DC. Topics on the agenda include the movement of watercraft. [81 Fed. Reg. 81797](#) (11/18/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-11-18/pdf/2016-27704.pdf>].

## IMO – MSC 97 agenda



The IMO issued a [news release](#) summarizing the agenda for the upcoming session of the Maritime Safety Committee (MSC 97). (11/17/16) [<http://www.imo.org/en/MediaCentre/IMOMediaAccreditation/Pages/MSC-97-media-info.aspx>].

## Execution of Calico Jack – 18 November 1720



On 18 November 1720, the British pirate John “Calico Jack” Rackham was executed by hanging in Port Royal, Jamaica. While Calico Jack was not a particularly successful pirate, he is memorable for two reasons. First, his pirate flag, black with a skull above two crossed swords, is one of the most copied pirate flags in history. Second, he had two women in his crew. One, Anne Bonny, was his lover. The second, Mary Read, was part of the regular crew. Both were noted as fierce fighters.

## Prestige sinking and oil spill – 19 November 2002



On 19 November 2002, the single-hull Aframax tanker PRESTIGE broke in two and sank in waters of the North Atlantic off the northwest coast of Spain. It had been carrying a cargo of 77,000 metric tons of heavy fuel oil from Russia and Latvia to Singapore when it encountered heavy weather on 13 November. It suffered structural failures and developed a substantial list. A distress call was made to Spanish authorities. The crew was evacuated shortly before the ship broke up. Much of the oil onboard was spilled immediately, and much of that came ashore on the beaches of Spain and Portugal and, to a lesser extent, France. Oil that remained onboard the wreck slowly seeped out and also came ashore. Remotely operated vehicles (ROVs) were used to remove much of the remaining oil. In the aftermath, the European Union tightened its marine environmental protection regulations and pressed the International Maritime Organization (IMO) to take action. The phase-out dates for single-hull oil tankers were accelerated and restrictions were placed on the carriage of heavy fuel oil as cargo in single-hull tankers. In a major miscarriage of justice, the master of the Prestige was arrested and held in Spain for an inordinate period on charges of impeding the movement of the tanker during the crisis. The Kingdom of Spain brought suit against the American Bureau of Shipping for negligent classification of the tanker. The suit was eventually dismissed for lack of evidence. The criminal trial in Spain of the master and various others eventually ended with the master convicted of disobeying an order issued by the Spanish government.

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