

Headlines:

USN – new book on ship stability;
Court – arbitral award invalid;
Canada – failure to complete checklist;
Canada – pilot boarding station inadequacy; and
MV Bow Mariner – 28 February 2004.

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Bryant's Maritime News

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USN – new book on ship stability



The US Navy issued a **news release** stating that its personnel at Naval Surface Warfare Center, Carderock Division, were major contributors to the recently published 'Contemporary Ideas on Ship Stability: Risk of Capsizing'. One member of the staff even served as editor in chief for the book. (2/26/19) [https://www.navy.mil/submit/display.asp?story_id=108708].

Court – arbitral award invalid



The US Court of Appeals for the Ninth Circuit ruled that an arbitral award in a seaman personal injury matter is invalid unless the arbitration conforms to the arbitral agreement. **Castro v Tri Marine Fish Company**, No. 17-35703 (9th Cir., February 27, 2019) [<http://cdn.ca9.uscourts.gov/datastore/opinions/2019/02/27/17-35703.pdf>].

Canada – failure to complete checklist



The Canadian Transportation Safety Board (TSB) issued the report of its investigation of the 15 November 2017 striking by the ferry Seaspan Swift with the berth at Tilbury Island, British Columbia with injuries to two crew members and damage to the ferry and the berth, but no pollution. Due to the failure to complete the pre-arrival checklist, the relief master did not switch steering control from the wheel to the pod. As the ferry approached the berth, the relief master tried to control the vessel with the pod and did not switch steering control until it was too late to avoid the striking. **Report M17Po400** (1/17/19) [<http://www.tsb.gc.ca/eng/rapports-reports/marine/2017/m17p0400/m17p0400.pdf>].

Canada – pilot boarding station inadequacy



The Canadian Transportation Safety Board (TSB) issued the report of its investigation of the 11 October 2017 grounding of the bulk carrier SBI Carioca at the Port of Belledune, New Brunswick with no injuries, damage, or pollution. The primary cause of the grounding was the lack of adequate information regarding the location of the pilot boarding station, leaving the pilot with inadequate time to maneuver the vessel into port. **Report M17A0390** (1/14/19) [<http://www.tsb.gc.ca/eng/rapports-reports/marine/2017/m17a0390/m17a0390.pdf>].

MV Bow Mariner – 28 February 2004



On 28 February 2004, the chemical tanker Bow Mariner caught fire and exploded while the crew was engaged in cleaning residual methyl tert Butyl ether (MTBE) from cargo tank number eight starboard. The ship sank by the bow an hour and a half later 45 miles off the coast of Virginia. Of the 27 crew members, six made it into an inflatable life raft and were rescued. The others either died or are missing and presumed dead. The vessel's cargo of 3 million gallons of ethyl alcohol, along with its bunkers, were released into the sea. The US Coast Guard **investigation** determined that a contributing factor to the casualty was the operator's failure to properly implement the Safety, Quality, and Environmental Protection Management System. [<https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/docs/documents/bowmar1.pdf>].

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