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House – bill introduced re anchorages; and
ADM John Byng, RN, executed – 14 March 1757.

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Bryant's Maritime News

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Red Sea – mine detonation



The Maritime Administration (MARAD) issued an **Alert** stating that a Yemeni Coast Guard vessel was damaged by a mine in Yemeni territorial waters in the Red Sea in the vicinity of Al Mocha. Mariners are advised to exercise caution when transiting this area. (3/10/17)
[<https://www.marad.dot.gov/msci/alert/2017/23275/>].

FMC – regulatory reform task force



The Federal Maritime Commission (FMC) issued a **news release** stating that it has established a regulatory reform task force to identify burdensome, unnecessary, and outdated directives and recommend how they should be remedied. (3/13/17)
[http://www.fmc.gov/fmc_establishes_regulatory_reform_task_force/].

USCG – towing vessel inspection



The US Coast Guard issued a policy letter identifying the circumstances in which an uninspected towing vessel (UTV) decal may be used to meet certain requirements regarding issuance of the initial Certificate of Inspection (COI) under Subchapter M. **CG-CVC Policy Letter 17-01** (3/10/17)
[https://www.uscg.mil/hq/cgcvc/cvc/policy/policy_letters/CVC/CG-CVC_pol17-01.pdf].

USCG – tankerman PIC for towing vessels



The US Coast Guard issued a policy letter providing guidance for issuing Merchant Mariner Credential (MMC) endorsements of Tankerman Person In Charge (PIC) Restricted to Fuel Transfers on Towing Vessels. **CG-MMC Policy Letter 01-17** (3/10/17)
[https://www.uscg.mil/hq/cgcvc/cvc4/MMCpolicy/CG-MMC_polo1-17.pdf].

USCG – BWMS type approval certificates



The US Coast Guard issued a **bulletin** stating that, in response to widespread interest from the maritime industry, the Coast Guard will post copies of ballast water management system type approval certificates on its **ballast water portal**. The **Coast Guard Maritime Information Exchange** remains the official site of available type approved equipment. However, the copy on the portal allows viewing of the certificate in its entirety, including appendices. Any inquiries regarding BWMS equipment and operating limitations should be directed to the manufacturer. (3/13/17)
[<http://mariners.coastguard.dodlive.mil/2017/03/13/3132017-bwms-type-approval-certificates-available-online/>].

USCG – PWSRCAC recertified



The US Coast Guard issued a notice stating that the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) has been recertified. **82 Fed. Reg. 13643** (3/14/17) [<https://www.gpo.gov/fdsys/pkg/FR-2017-03-14/pdf/2017-04987.pdf>].

Lake Superior – icebreaking



The US Coast Guard issued a **news release** stating that icebreaking operations are about to commence in the vicinity of Duluth-Superior of Lake Superior. Regional ice is not as expansive (3/10/17) [<https://content.govdelivery.com/accounts/USDHSCG/bulletins/18d18f2>].

Arctic – sea ice at February record low



The National Snow and Ice Data Center (NSIDC) issued a **news release** stating that Arctic sea ice extent for February 2017 averaged 14.28 million square kilometers (5.51 million square miles), the lowest February extent in the 38-year satellite record. This is 40,000 square kilometers (15,400 square miles) below February 2016, the previous lowest extent for the month, and 1.18 million square kilometers (455,600 square miles) below the February 1981 to 2010 long term average. (3/6/17) [<http://nsidc.org/arcticseaicenews/>].

House – bill introduced re anchorages



Representative Maloney (D-NY) introduced a bill (H.R. 1504) to amend the Act popularly known as the Rivers and Harbors Appropriation Act of 1915 to prohibit the establishment of certain anchorage grounds within five miles of a nuclear power plant, a location on the national register of historic places, a superfund site, or critical habitat of an endangered species, and for other purposes. (3/10/17).

ADM John Byng, RN, executed – 14 March 1757



On 14 March 1757, Admiral John Byng, Royal Navy, was executed by firing squad while he was kneeling on the forecastle of *HMS*

Monarch in the Solent. Admiral Byng had been court-martialed for personal cowardice, disaffection, and for not having done his utmost to prevent Minorca from falling to the French following the Battle of Minorca on 20 May 1756. He was convicted only of “failing to do his utmost”. The British and French fleets were numerically equal (ten ships each), but the British had scrapped their group together hastily and its ships were in disrepair. The British fleet suffered significant, but not fatal, battle damage. When the French fleet departed at the end of the engagement, Admiral Byng did not order his fleet to follow. Rather, he had the fleet sail to Gibraltar for repairs. It was this departure to Gibraltar that the court-martial interpreted as a failure by the Admiral to do his utmost against the French. The court-martial was highly controversial, with many contending that the Navy panel had found the Admiral guilty to hide their own failure to properly prepare the fleet for the mission. Regardless, the event is said to have instilled a tradition of aggressiveness in Royal Navy officers.

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