

## Headlines:

USCG – maritime emergency responder certification;  
DOJ – seafood processing company fined \$60,000;  
IOOS Advisory Committee – meeting on 19-20 April;  
Senate – bill introduced re Maritime Washington Heritage Area;  
IMO vigilance following tanker hijacking;  
Panama Canal – 1,000 neopanamax transits;  
Panama Canal – locks lane outages; and  
Queen of the North – 22 March 2006.

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# Bryant's Maritime News

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## **USCG – maritime emergency responder certification**



The US Coast Guard issued a **media advisory** stating that, in Naples, Florida on 22 March, at the National Association of Boating Law Administrator (NASBLA) boating operator search and rescue course, it will certify local maritime emergency responders from various state and local agencies. They will be entered into a qualification database maintained by NASBLA and recognized the Coast Guard and the Federal Emergency Management Agency (FEMA).

(3/21/17)

[<https://content.govdelivery.com/accounts/USDHSCG/bulletins/18d9a6f>].

## DOJ – seafood processing company fined \$60,000



The Department of Justice (DOJ) issued a **news release** stating that a seafood processing company has been fined \$60,000 and placed on probation for five years for dumping oily bilge water and raw sewage into the ocean off Alaska. The 78-year-old majority owner of the company has been fined \$10,000 and also placed on probation for five years. (3/21/17) [<https://www.justice.gov/usao-ak/pr/seafood-processing-company-and-owner-sentenced-pay-60k-dumping-oil-and-raw-sewage-0>].

## IOOS Advisory Committee – meeting on 19-20 April



The US Integrated Ocean Observing System (IOOS) Advisory Committee, sponsored by the National Oceanic and Atmospheric Administration (NOAA), will meet on 19-20 April in Washington, DC. **82 Fed. Reg. 14000** (3/22/17) [].

## Senate – bill introduced re Maritime Washington Heritage Area



Senator Cantwell (D-WA) introduced the **Maritime Washington National Heritage Area Act** (S. 627) to establish the Maritime Washington Heritage Area in the State of Washington, and for other purposes. (3/14/17) [<https://www.gpo.gov/fdsys/pkg/BILLS-115s627is/pdf/BILLS-115s627is.pdf>].

## IMO – vigilance following tanker hijacking



The IMO issued a **news release** urging renewed vigilance following the piratical attack on a tanker off the coast of Somalia. (3/21/17) [<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/10-BMP-piracy.aspx>].

## Panama Canal – 1,000 neopanamax transits



The Panama Canal Authority (ACP) issued a **press release** stating that 1,000 neopanamax vessels have transited the expanded Canal locks in the nine months since their opening. (3/19/17) [<https://www.pancanal.com/eng/pr/press-releases/2017/03/19/pr619.html>].

## Panama Canal – locks lane outages



The Panama Canal Authority (ACP) issued an advisory concerning locks lane outages and changes to the Transit Reservation System during late March and early April. **Advisory 10-2017** (3/20/17) [<https://www.pancanal.com/common/maritime/advisories/2017/a-10-2017.pdf>].

## Queen of the North – 22 March 2006



The ro-ro ferry **Queen of the North** operated on the Inside Passage between Port Hardy, Vancouver Island and Prince Rupert, near the Alaskan border. On the evening of 21 March 2006, Queen of the North departed Prince Rupert with 59 passengers and 42 crew members for what was expected to be a routine voyage to Port Hardy. Just south of Prince Rupert, the route enters Grenville Channel between the mainland on the port side and Pitt Island and then Farrant Island on the starboard side. Grenville Channel is 72 kilometers (45 miles) in length and almost straight as an arrow. Exiting Grenville Channel, the route enters Wright Sound and turns to port, avoiding Gil Island dead ahead, and moving on to the next channel. At approximately 0021 on the morning of 22 March 2006, Queen of the North inexplicitly missed the turn exiting Grenville Channel. It continued on for 14 minutes after it should have changed course, transiting four nautical miles, and grounded at cruising speed (17.5 knots) off Gil Island. Although heavily damaged, the ferry remained afloat for about one hour. Fishing and recreational vessels from nearby Hartley Bay arrived quickly to assist as people evacuated onto the lifeboats. Various Canadian Coast Guard vessels were also dispatched. Due to the shock and confusion, along with the inclement weather, no accurate list of the evacuees was compiled during this process. It was only later that officials determined that two of the passengers were unaccounted for. They have never been found and are presumed to have died as a result of the grounding and sinking. The ferry was not equipped with a voyage data recorder (VDR), so conversations on the bridge were not recorded. There were two persons on the bridge at the time: the fourth officer and the helmsman. The second officer was on duty, but down below in the officers' lounge at the time. In its investigation, the TSB recommended that large Canadian passenger ferries be required to install VDRs and that those ferries conduct regular fire and boat drills, including passenger counts. Those remedial measures have now been instituted.

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