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NTSB – bulker allision with dock;
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DOE – LNG exports authorized from Golden Pass Terminal;
Canada – SLSMC Director sought;
Denmark – digital certificates; and
Ideal X voyage – 26 April 1956.

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Bryant's Maritime News

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CBP – comments on coastwise trade proposal



The US Customs and Border Protection (CBP) established a [website](#) linking to many of the comments received on its proposal to modify and revoke a number of ruling letters issued over the previous forty years regarding the treatment under the coastwise trade laws of the carriage of certain items between US coastwise points. The comment period on this proposal ended on 18 April. (4/25/17) [<https://www.cbp.gov/trade/extension-comment-period-jones-act-proposed-revocations-and-modifications>]. *Note: This item was brought to my attention by my good friend Alan Spackman of the [International Association of Drilling Contractors](#), the comments of which were not included on the CBP site due to technical difficulties.*

NTSB – bulker allision with dock



The National Transportation Safety Board (NTSB) issued the report of its investigation of the allision on 25 March 2016 of the bulk carrier Star of Abu Dhabi with the Louisiana Sugar Refinery unloading dock on the Lower Mississippi River. The bulker was anchored just upstream from the refinery when the port anchor chain parted and the starboard anchor started to drag. The main engine was started and the vessel brought under control, but not before it had allided with the unloading dock. The probable cause of the allision was determined to be the failure of the master to ensure that the ship's propulsion engine was ready to maneuver while the ship was anchored in a river with high water conditions. **MAB 17-09** (4/25/17) [<https://www.nts.gov/investigations/AccidentReports/Reports/MAB1709.pdf>].

NOAA – review of ONMS regulations



The National Oceanic and Atmospheric Administration (NOAA) issued a notice stating that the Office of National Marine Sanctuaries (ONMS) of the National Ocean Services (NOS) is undertaking a review of its regulations. Comments must be received by 15 May. **82 Fed. Reg. 19195** (4/26/17) [<https://www.gpo.gov/fdsys/pkg/FR-2017-04-26/pdf/2017-08404.pdf>].

DOE – LNG exports authorized from Golden Pass Terminal



The Department of Energy (DOE) issued a **news release** stating that it has authorized the export of liquefied natural gas (LNG) from the Golden Pass Terminal near Sabine Pass, Texas. (4/25/17) [<https://www.energy.gov/articles/us-department-energy-authorizes-golden-pass-export-liquefied-natural-gas-golden-pass>].

Canada – SLSMC Director sought



Transport Canada issued a **notice** stating that it seeks qualified applicants for the part-time position of Director with the St. Lawrence Seaway Management Corporation (SLSMC). Applications must be submitted by 5 May. (4/24/17) [<http://www.tc.gc.ca/eng/corporate-services/current-selection-processes.html>].

Denmark – digital certificates



The Danish Maritime Authority (DMA) issued a **press release** stating that Denmark, Singapore, and Norway have entered into a memorandum of understanding (MOU) on cooperation on digital certificates for maritime matters, with the goals of reducing the amount of paper ships are required to carry, of increasing efficiency, and of encouraging other nations to participate. (4/24/17) [<http://www.dma.dk/Presse/Nyheder/Sider/Major-shipping-nations-join-forces-to-promote-digital-certificates.aspx>].

Ideal X voyage – 26 April 1956



On 26 April 1956, the ship **Ideal X** departed Port Newark, New Jersey on a voyage to Houston, Texas. The ship had been launched in 1945 as the T-2 tanker SS Potrero Hills. The ship had made many voyages in the intervening eleven years, but this was different. The ship had only recently been acquired by the Pan-Atlantic Steamship Corporation, which shortly before had been acquired by the trucking magnate Malcom McLean. McLean had become frustrated by the inefficiencies of unloading trucks by hand so as to reload the cargo onto ships. He thought he had a better way. He modified some of his trucks so that the cargo-containing trailer was physically detachable from the chassis. After acquiring the tanker Potrero Hills, he installed a metal platform above the tank tops and piping so that the trailers (soon to be known as shipping containers) could be loaded onto the deck. A total of 58 loaded trailers were secured to the deck in Port Newark. The Ideal X transited to Houston, arriving at City Dock 10 on 2 May, where the trailers were promptly transferred to waiting trucks. By the use of shipping containers, Malcolm McLean had increased the speed and efficiency of multi-modal shipping and reduced losses due to breakage and theft. Pan-Atlantic modified other ships to carry containers on deck and then modified other ships so that standardized containers could be loaded into cells in the cargo holds. Other shipping companies observed these developments and quickly followed suit. The container revolution was born. The Ideal X was sold by Pan-Atlantic in 1959 and renamed the SS Elemir, resuming service as a tanker. It was damaged in a Pacific storm and broken up in Japan in 1965.

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