

## Headlines:

USN – training for USCG credentials;  
SLSDC – Seaway Regulations and Rules;  
FMC – US-Japan consultations;  
IMO – energy efficiency;  
Denmark – Digital Twin report; and  
Queen of the North – 22 March 2006.

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# Bryant's Maritime News

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## USN – training for USCG credentials



The US Navy issued a [news release](#) stating that its Credentialing Opportunities On-line (COOL) initiative, in cooperation with the Military Sealift Command (MSC), have announced the 'best sources' for training opportunities for sailors, officers and enlisted. These sources can be used for gap/delta training to help prepare sailors for US Coast Guard credentials. (3/21/18)  
[[http://www.navy.mil/submit/display.asp?story\\_id=104790](http://www.navy.mil/submit/display.asp?story_id=104790)].

## SLSDC – Seaway Regulations and Rules



The St. Lawrence Seaway Development Corporation (SLSDC) promulgated a final rule updating the Seaway Regulations and Rules. The rule enters into effect on 29 March. [83 Fed. Reg. 12485](#) (3/22/18)  
[<https://www.gpo.gov/fdsys/pkg/FR-2018-03-22/pdf/2018-05781.pdf>].

## FMC – US-Japan consultations



The Federal Maritime Commission (FMC) issued a **news release** stating that Acting Chairman Michael Khouri was in Tokyo to represent the FMC at the Fourth Japan-US Maritime Bilateral Meeting, as well as to meet independently with counterparts at the Japan Fair Trade Commission. (3/21/18) [[https://www.fmc.gov/us-japan\\_consultations\\_on\\_maritime\\_issues/](https://www.fmc.gov/us-japan_consultations_on_maritime_issues/)].

## IMO – energy efficiency



The IMO issued a **news release** concerning energy efficiency in shipping. (3/21/18) [<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/05-GMNvideo.aspx>].

## Denmark – Digital Twin report



The Danish Maritime Authority (DMA) posted the **Digital Twin** report that it commissioned. The report examines the possibility of collecting a multitude of data about individual ships, from design and construction to decommissioning and scrapping. (2/1/18) [<https://www.dma.dk/Documents/Publikationer/Digital%20Twin%20report%20for%20DMA.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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