

Headlines:

Strait of Juan de Fuca – HVPA expansion;
USCG – BWMS type approval certificate issued;
NTSB – towing vessel sinking;
PHMSA – meetings on 12 June;
IMO – award for bravery at sea; and
Naval history.

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Bryant's Maritime News

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Strait of Juan de Fuca – HVPA expansion



The US Coast Guard promulgated a final rule redefining the boundaries of the higher volume port area (HVPA) in Washington State to include the Strait of Juan de Fuca and areas seaward of Cape Flattery. The amendment enters into effect on 6 July. [83 Fed. Reg. 26212](https://www.federalregister.gov/documents/2018/06/06/2018-12081) (6/6/18)
[<https://www.gpo.gov/fdsys/pkg/FR-2018-06-06/pdf/2018-12081.pdf>].

USCG – BWMS type approval certificate issued



The US Coast Guard issued a [bulletin](#) stating that a ballast water management system (BWMS) type approval certificate has been issued to Techcross, Inc. for its Electro-Clean BWMS. (6/5/18)
[<http://mariners.coastguard.dodlive.mil/2018/06/05/6-5-2018-marine-safety-center-issues-ballast-water-management-system-type-approval-certificate-to-techcross-inc/>].

NTSB – towing vessel sinking



The National Transportation Safety Board (NTSB) posted the report of its investigation of the 17 April 2017 sinking of the uninspected towing vessel Todd Brown. While attempting to maneuver a string of barges from a barge fleet on the right descending bank of the Lower Mississippi River near mile marker (mm) 940, about 4 miles from Columbus, Kentucky, the vessel collided with the lead barges moored downriver and sank. Before the sinking, all six crewmembers abandoned the vessel by climbing aboard the barges without reported injury. Approximately 100 gallons of diesel fuel were released during salvage operations but later recovered. Damage to the vessel was estimated at \$1.5 million. The probable cause of the collision and sinking was the pilot's underestimation of the effect of the river current on the barge string being maneuvered during a de-drifting operation. **MAB 18-11** (6/5/18) [<https://www.nts.gov/investigations/AccidentReports/Reports/MAB1811.pdf>].

PHMSA – meetings on 12 June



The Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a notice stating that two public meetings will be held on 12 June in Washington, DC. The first meeting is to solicit input on current proposals and discuss potential new work items for inclusion in the agenda of the 53rd session of the UN Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCOE TDG). The second meeting will discuss proposals in preparation for the 35th session of the United Nations Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals (UNSCOE GHG). **83 Fed. Reg. 26338** (6/6/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-06-06/pdf/2018-12093.pdf>].

IMO – award for bravery at sea



The IMO issued a **news release** stating that two marine pilots from the Port of Houston have been awarded the 2017 IMO Award for Exceptional Bravery at Sea for maneuvering a stricken and blazing vessel away from surrounding ships and facilities, averting a major tragedy. A **dramatic video** shows the danger faced by the pilots during this casualty. (6/4/18) [https://www.porttechnology.org/news/new_footage_of_brave_pilots_fighting_houston_ship_fire].

Naval history



This week marks two historic naval events. The Battle of Midway was fought in the north central Pacific on 4-7 June 1942 between forces of the United States Navy and the Imperial Japanese Navy. Victory by the outnumbered US Navy forces has been called “the most stunning and decisive blow in the history of naval warfare” by the eminent historian John Keegan. The Allied invasion of Nazi-occupied France began with the D-Day landings in Normandy on 6 June 1944 and involved the largest armada in history. Many brave lives were lost during these events, and they deserve to be remembered and appreciated by those of us who came after.

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