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USCG – NVDC update;  
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OSHA – RFI re powered industrial trucks;  
House – bill introduced re marijuana use;  
IMO – precautionary approach to geoengineering;  
Panama Canal – maximum authorized draft;  
Singapore – Western Singapore Port Limits; and  
ADM John Byng, RN, executed – 14 March 1757.

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# Bryant’s Maritime News

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## **USCG – fireman’s outfits**



The US Coast Guard issued a safety alert reminding stakeholders of the importance of having proper and serviceable fireman’s outfits onboard vessels.

**Safety Alert 01-19** (3/13/19)

[<https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/0119.pdf>].

## **USCG – NVDC update**



The US Coast Guard issued a **bulletin** providing an update regarding the paperwork processing delays being experienced at the National Vessel Documentation Center (NVDC), as well as steps that stakeholders may take to determine the status of submitted requests and the quickest and most efficient

way to have certain Certificates of Documentation (CODs) matters processed. (3/13/19) [<http://mariners.coastguard.dodlive.mil/2019/03/13/3-13-2019-update-from-national-vessel-documentation-center/>].

### OEAB – meeting on 26-27 March



The Ocean Exploration Advisory Board (OEAB), sponsored by the National Oceanic and Atmospheric Administration (NOAA), will meet in Oakland on 26-27 March to define and develop a national program of ocean exploration. **84 Fed. Reg. 9308** (3/14/19) [<https://www.govinfo.gov/content/pkg/FR-2019-03-14/pdf/2019-04783.pdf>].

### OSHA – RFI re powered industrial trucks



The Occupational Safety and Health Administration (OSHA) issued a request for information (RFI) seeking comments on issues related to requirements in the standards on powered industrial trucks for general, maritime, and construction industries. Comments should be submitted by 10 June. **84 Fed. Reg. 8633** (3/1/19) [<https://www.govinfo.gov/content/pkg/FR-2019-03-11/pdf/2019-04338.pdf>]. *Note: This item was brought to my attention by my good friend Ron Signorino of the **BlueOceana Company**.*

### House – bill introduced re marijuana use



Representative Crist (D-FL) introduced a bill (H.R. 1687) to amend title 5, United States Code, to remove limitations on Federal employment for an individual legally using marijuana under the law of the State in which the individual resides, and for other purposes. Official text of the bill is not yet available. (3/12/19).

### IMO – precautionary approach toward geoengineering



The IMO issued a **news release** urging a precautionary approach toward geoengineering methodologies that involve deliberate large-scale manipulation of the environment in attempts to moderate climate change. (3/13/19) [<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/04-marinegeoengineeringGESAMP.aspx>].

## Panama Canal – maximum authorized draft



The Panama Canal Authority (ACP) issued an advisory stating that, effective 10 April, the maximum authorized draft for the neopanamax locks will be 13,72 meters (46.0 feet) Tropical Fresh Water (TFW). **Advisory 08-2019** (3/12/19) [<https://www.pancanal.com/common/maritime/advisories/2019/a-08-2019.pdf>].

## Singapore – Western Singapore Port Limits



The Singapore Maritime and Port Authority (MPA) issued a circular reminding stakeholders of the required reporting procedures for ships the Western Singapore Port Limits. **Port Marine Circular 03-2019** (3/13/19) [<https://www.mpa.gov.sg/web/portal/home/port-of-singapore/circulars-and-notices/detail/f6b36390-f2d7-4cad-a697-973af0fa2080>].

## 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 fore-castle 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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