

Headlines:

Great Lakes – opening dates;
San Francisco – Facility Industry Day;
Court – marine insurance dispute;
Denmark – insurance of maritime claims;
Denmark – ship’s medicine chest;
Panama Canal – locks maintenance;
MREN – Arctic taskings for the Coast Guard; and
Torrey Canyon grounding – 18 March 1967.

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Bryant’s Maritime News

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Note: This newsletter is one section of the [Bryant’s Maritime Consulting](http://brymar-consulting.com) website. Visit the site for more extensive maritime regulatory information. Individual concerns may be addressed by retaining [Dennis Bryant](mailto:dennis.l.bryant@gmail.com) directly. Much of the highlighted text in this newsletter constitutes links to Internet sites providing more detailed information. Links on this page may be in PDF format, requiring use of Adobe Acrobat Reader. Comments on these postings are encouraged and may be made by email to the editor or by going to the blog page on the website and clicking the envelope that appears at the end of each posting. Be aware that the daily newsletter is a single posting, even though it contains a number of individual items. A boiled egg first thing in the morning is hard to beat.

Great Lakes – opening dates



GREAT LAKES ST. LAWRENCE
SEAWAY SYSTEM

The Great Lakes-St. Lawrence Seaway System issued a notice stating that, due to unusually heavy ice conditions, opening date for the 2014 navigation season for the Montreal/Lake Ontario Section has been revised to 31 March. The Welland Canal will open on 28 March and the US Soo Locks will open on 25 March. [Seaway Notice 8-2014](#) (3/17/14).

San Francisco – Facility Industry Day



USCG [Sector San Francisco](#) will host a Facility Safety and Security Industry Day in Gresham Hall on Coast Guard Island, Alameda on 3 April from 0830 through 1230. Topics of discussion include cyber security; TWIC; common inspection deficiencies; and security statistics. For more information or to RSVP, please contact D11_PF-Facilities@uscg.mil. (3/17/14).

Court – marine insurance dispute



In an unpublished decision, the US Court of Appeals for the Eleventh Circuit affirmed the district court's grant of summary judgment in favor of defendant insurers. Plaintiff yacht owners sued defendants after defendants denied coverage under plaintiffs' marine insurance policy. Plaintiffs received a copy of the report of defendants' expert witness during the period of discovery, but did not receive a copy of the substantially similar declaration of the same witness until later. The district court denied plaintiffs' motion to strike both the report and the declaration because the declaration did not contain previously undisclosed conclusions. *Miele v. Certain Underwriters at Lloyd's of London*, No. 13-14166 (11th Cir.

Denmark – insurance for maritime claims



The Danish Maritime Authority (DMA) issued a [news release](#) stating that Danish ships with a gross tonnage of or above 300 without a Certificate of Entry in a P&I Club from the international group of P&I clubs must inform the DMA about alternative insurance for maritime claims before 31 March. The requirement for a certificate also applies to foreign ships with a gross tonnage of or above 300 calling at or departing from a Danish port or any other place of loading or unloading in Denmark or in the Danish continental shelf area or carrying out activities in Danish territorial waters. Foreign ships do not have to inform the DMA about the insurance taken out, but control of whether insurance has been taken out is part of the DMA's general inspection of foreign ships. (3/17/14).

Denmark – ship's medicine chest



The Danish Maritime Authority (DMA) issued a [news release](#) stating that two products on the list of required products in the medicine chest of Danish ships have been withdrawn from the market. Suppository 12.3 Metociopramide has been replaced by suppository Domperidone 30 mg. H.2 fluorescent colour for the eye is no longer available in the form of strips, but only eye drops. (3/13/14).

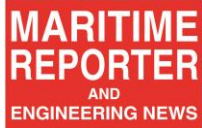
Panama Canal – locks maintenance



The Panama Canal Authority issued an advisory stating that the sidewall culvert on the west lane of Gatun Locks will be out of service for repairs

on 18-27 March. As a result Condition 1.a of the Transit Reservation System will be in effect during this period. [Advisory 05-2014](#) (3/14/14).

MREN – Arctic taskings for the Coast Guard



In the March 2014 edition of Maritime Reporter and Engineering News, you can find my article entitled "[Arctic taskings for the Coast Guard](#)". In the article, I discuss the recently issued Implementation Plan for the National Strategy for the Arctic Region and its heavy reliance on the US Coast Guard to fulfill that strategy. (3/17/14).

TORREY CANYON grounding – 18 March 1967



On the world stage, the grounding of the supertanker *TORREY CANYON* on Pollard's Rock in the Seven Stones reef between Cornwall and the Scilly Isles is more significant than the 1989 *EXXON VALDEZ* oil spill. The *TORREY CANYON* was one of the first tankers large enough (120,000 tons capacity) to be designated a supertanker. It was also the first loaded supertanker to spill its entire cargo. After salvage efforts failed and the oil flow increased, the British Government decided to bomb the ship in an attempt to burn the oil. This was a radical decision because the wreck was outside the three-mile territorial sea limit prevalent at that time. The Royal Air Force had difficulty hitting the ship, so the Royal Navy sent its planes in. They succeeded in striking the ship, but the bombs did not ignite the oil, which washed up on beaches throughout the British Isles and France. The actions of the British Government were subsequently ratified with the adoption of the International Convention relating to Intervention on the High Seas in cases of Oil Pollution Casualties, 1969. Liability of ship owners for such events was codified in the International Convention on Civil Liability for Oil Pollution Damage, 1969. By raising the awareness of both the industry and the public concerning the threat of maritime pollution, the disaster was also a major factor in development of the International Convention for the Prevention of Pollution from Ships, 1973.

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If you have questions regarding the above items, please contact the editor:

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