

Headlines:

Offshore Virginia – wind energy project;
IMO – PPR 2
Ireland – Ebola measures;
Panama Canal – transshipment port at Corozal;
Singapore – regulatory amendments;
Singapore – collision and oil spill; and
Breakup of tanker NAKHODKA – 2 January 1997.

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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. Soon after a new safety device is invented, innovative mariners develop a work-around.

Offshore Virginia – wind energy project



The Bureau of Ocean Energy Management (BOEM) has extended, through 16 January, the period within which to submit comments on the environmental assessment (EA) for the proposed Virginia Offshore Wind Technology Advancement Project on the outer continental shelf (OCS) offshore Virginia. [80 Fed. Reg. 53](http://www.gpo.gov/fdsys/pkg/FR-2015-01-02/pdf/2014-30767.pdf) [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-01-02/pdf/2014-30767.pdf>] (1/2/15).

IMO – PPR 2



There has been some confusion regarding the dates for the upcoming session of the IMO Sub-Committee on Pollution Prevention and Response (PPR). As shown on the [IMO homepage](http://www.imo.org/Pages/home.aspx) [located at <http://www.imo.org/Pages/home.aspx>], PPR 2 will meet in London on 19-23 January 2015. Plan accordingly. (1/1/15).

Ireland – Ebola measures



The Irish Department of Transport, Tourism and Sport issued a notice announcing that ships docking at Irish ports which have called at an Ebola virus disease (EVD) affected area, or have crew or passengers that joined the vessel from such an area or are suspected of having been in contact with EVD or an affected person within the past 21 days, must submit a Maritime Declaration of Health. **Marine Notice 66-2014** [located at http://dttas.ie/sites/default/files/MN66of2014_MaritimeDeclarationsofHealth.pdf] (12/30/14).

Panama Canal – transshipment port at Corozal



The Panama Canal Authority (ACP) issued a **press release** [located at <http://www.panacanal.com/eng/pr/press-releases/2014/12/30/pr537.html>] announcing that its Board of Directors approved the development and construction of a transshipment port in Panama's Corozal region at the Pacific entrance to the Canal. When completed, the port will have the capacity to handle more than five million TEU and will have a 2,081-linear-meter-dock. (12/30/14).

Singapore – regulatory amendments



The Singapore Maritime and Port Authority (MPA) issued a circular reminding stakeholders of amendments to the merchant shipping and prevention of pollution of the sea regulations to incorporate various IMO resolutions. **Shipping Circular 19-2014** [located at http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/shipping_circulars/sc_no_19_of_2014.pdf] (12/31/14).

Singapore – collision and oil spill



The Singapore Maritime and Port Authority (MPA) issued a **news release** [located at http://www.mpa.gov.sg/sites/global_navigation/news_center/mpa_news/mpa_news_detail.page?filename=nr150102.xml] stating that the oil tanker Alyarmouk and the bulker Sinar Kapuas collided about eleven nautical miles northeast of Pedra Branca. There were no reports of injury, but one of the tanker's cargo tanks was breached, resulting in the spillage of crude oil. Response activities have commenced. (1/2/15).

Break-up of tanker NAKHODKA – 2 January 1997



On 2 January 1997, the Russian tanker NAKHODKA broke up in heavy seas off the Oki Islands in the Sea of Japan. The tanker was carrying a cargo of 19,000 tonnes of medium fuel oil from Shanghai to Petropavlovsk, Russia. The master died in the casualty, but the remaining 31 crew members were rescued. There was an estimated 6,200 tonnes of oil immediately released in the breakup. The stern section sank in about 8,000 feet of water, carrying about 10,000 tonnes of oil. The bow section, carrying about 2,800 tonnes of oil, remained afloat and grounded in the Echizen-Kaga Coast Quasi National Park. Oil from the breakup and from the bow came ashore along approximately 600 miles of coastline. Response resources and organization were often ineffective and inadequate, particularly in the prevailing bad weather. This incident remains the worst oil spill in the history of Japan.

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

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