

Headlines:

USCG – ‘paper captain’ citation issued;
USCG – man rescued from sinking car;
St. Lawrence Seaway – bulker refloated;
Panama Canal – closing time for booking applications; and
Breakup of tanker Nakhodka – 2 January 1997.

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Bryant's Maritime News

Bryant's Maritime Consulting - 4845 SW 91st Way - Gainesville, FL 32608-8135 - USA

Tel: 1-352-692-5493 – Email: dennis.l.bryant@gmail.com – Internet: <http://brymar-consulting.com>

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USCG – ‘paper captain’ citation issued



The US Coast Guard issued a **news release** stating that, during a fisheries enforcement patrol off Hawaii, it issued a citation to a US-flag fisheries vessel that it suspected of being operated by a foreign national. The penalty for operating with a ‘paper captain’ is a civil fine of up to \$15,000 per day.

(12/29/17)

[<https://content.govdelivery.com/accounts/USDHSCG/bulletins/1cf84e3>].

USCG – man rescued from sinking car



The US Coast Guard issued a **news release** stating that a man was rescued from his sinking car within minutes after the car fell into the after at a marina in Panama City, Florida. Fortunately, the USCGC Marlin was in the vicinity and a crewmember observed the incident. The cutter’s small boat was launched immediately. The boat crew arrived on the scene and the crew broke

the car window and rescued the man, who was taken to the hospital in stable condition. (12/30/17)

[<https://content.govdelivery.com/accounts/USDHSCG/bulletins/1cfcfabbe>].

St. Lawrence Seaway – bulker refloated



The US Coast Guard issued a **news release** stating that the 623-foot Pacific Huron, loaded with soybean, which grounded on 28 December outside the channel of the St. Lawrence Seaway near Wellesley Island has been refloated.

The vessel will now be inspected for damage. (12/31/17)

[<https://content.govdelivery.com/accounts/USDHSCG/bulletins/1cfc546>].

Panama Canal – closing time for booking applications



The Panama Canal Authority (ACP) issued an advisory announcing that, effective 1 January 2018, the closing time for acceptance of booking requests and other booking-related transactions for all vessels will change to 1500 hours on weekdays and 1430 hours on weekends and holidays.

Advisory 42-2017 (12/28/17)

[<https://www.pancanal.com/common/maritime/advisories/2017/a-42-2017.pdf>].

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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Dennis L. Bryant

Bryant's Maritime Consulting
4845 SW 91st Way
Gainesville, FL 32608-8135
USA

1-352-692-5493
dennis.l.bryant@gmail.com
<http://brymar-consulting.com>

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