

## Headlines:

USCG – AIS Encoding Guide;  
Texas – fatal parasailing accident;  
FERC – Oregon LNG EIS;  
Panama Canal – draft restrictions starting 8 September;  
Panama Canal – labor impasse at New Canal Project;  
Singapore – hijacked tanker found; and  
MV Windoc- Allenburg Bridge collision – 12 August 2001.

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# Bryant's Maritime News

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## USCG – AIS Encoding Guide



The US Coast Guard posted an [AIS Encoding Guide](http://www.navcen.uscg.gov/pdf/AIS/USCG_AIS_Encoding_Guide_150708.pdf) [located at [http://www.navcen.uscg.gov/pdf/AIS/USCG\\_AIS\\_Encoding\\_Guide\\_150708.pdf](http://www.navcen.uscg.gov/pdf/AIS/USCG_AIS_Encoding_Guide_150708.pdf)]. International and domestic regulations require that mariners maintain each Automatic Identification System (AIS) in effective operating condition, which includes accurate data input and upkeep of AIS data parameters. The Guide may assist in meeting those requirements. (7/8/15).

## Texas – fatal parasailing accident



The US Coast Guard issued a [news release](http://www.uscgnews.com/go/doc/4007/2578242/) [located at <http://www.uscgnews.com/go/doc/4007/2578242/>] stating that the body of a woman has been recovered from waters near South Padre Island. Reports

indicate that she had been parasailing and then fell into the water. The incident is under investigation. (8/10/15).

## FERC – Oregon LNG EIS



The Federal Energy Regulatory Commission (FERC) issued a notice stating that it has completed the draft environmental impact statement (EIS) for the Oregon LNG Terminal and related facilities. Comments must be received by 6 October. **80 Fed. Reg. 48097** [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-08-11/pdf/2015-19686.pdf>] (8/11/15).

## Panama Canal – draft restrictions starting 8 September



The Panama Canal Authority (ACP) issued an advisory stating the draft restrictions to 11.89 meters (39.0 feet) Tropical Fresh Water (TFW) will be implemented on 8 September due to a shortage of rainfall being experienced at this time of the “El Nino” phenomenon. Vessels loaded prior to 11 August will be waived for transit, subject to safety considerations. It is anticipated that the maximum authorized transit draft may be further restricted to 11.73 meters (38.5 feet) TFW on 15 September. Vessels should arrive in Canal waters with no list.

**Advisory 24-2015** [located at <http://www.pancanal.com/common/maritime/advisories/2015/a-24-2015.pdf>]. The matter is further discussed in the accompanying **press release** [located at <http://www.pancanal.com/eng/pr/press-releases/2015/08/09/pr553.html>] (8/7/15).

## Panama Canal – labor impasse at New Canal Project



The Panama Canal Authority (ACP) issued a **press release** [located at <http://www.pancanal.com/eng/pr/press-releases/2015/08/09/pr554.html>] stating that the labor union representing workers on the New Locks Project issued a Notice of Strike to the project’s main contractor. The ACP looks forward to the prompt resolution of this impasse. (8/9/15).

## Singapore – hijacked tanker found



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=nr150809.xml](http://www.mpa.gov.sg/sites/global_navigation/news_center/mpa_news/mpa_news_detail.page?filename=nr150809.xml)] stating that the missing Singapore-registered tanker Joaquim has been found approximately 13.7 nautical miles off Tanjung Keling, Malaysia after it was reportedly hijacked on 8 August. The nine

crew members are all accounted for, but the cargo is missing. Further information is provided in the [Incident Update](#) [located at [http://www.recaap.org/Portals/0/docs/Latest%20IA/2015/IU\\_Joaquim.pdf](http://www.recaap.org/Portals/0/docs/Latest%20IA/2015/IU_Joaquim.pdf)] issued by the ReCAAP Information Sharing Centre. (8/9/15).

## MV Windoc-Allanburg Bridge collision – 11 August 2001



On 11 August 2001, the motor vessel Windoc and the Allanburg Bridge suffered a collision. Ship-bridge collisions are rare, because a true collision requires that both objects be in motion at the time of impact. The Allanburg Bridge (also referred to as Bridge 11) is a lift bridge over the Welland Canal at Allanburg, Ontario. The Windoc was downbound and passing under the lift span when the span unexpectedly lowered. The vessel's wheelhouse and funnel were destroyed. The vessel drifted downstream, caught fire, and grounded approximately 800 meters from the bridge. The vessel was eventually declared a constructive total loss. The bridge sustained structural damage and the Welland Canal was closed to vessel traffic for two days. Amazingly, there were no injuries, the master, third mate, and helmsman escaping down a ladder just before impact. The St. Lawrence Seaway Management Corporation (operator of the bridge) initially denied responsibility, but later paid damages after the Transportation Safety Board (TSB) of Canada issued a report ([M01C0054](#)) finding that the performance of the individual operating the bridge at the time was "likely impaired" when he lowered the span prematurely. A short, but interesting, [video](#) of the collision and its immediate aftermath is also available.

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