

## Headlines:

Lower Mississippi River – 22-barge break away;  
Vicksburg – bridge struck (again);  
White House – veto of S.J. 22;  
OFAC – Iranian sanctions regulations;  
USCG – engine rating watches;  
Court – “arising from” and proximate cause; and  
Panama Canal – tanker deck cooling.

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# Bryant's Maritime News

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## Lower Mississippi River – 22-barge break away



The US Coast Guard issued a [news release](http://www.uscgnews.com/go/doc/4007/2777678/) [located at <http://www.uscgnews.com/go/doc/4007/2777678/>] stating that the Lower Mississippi River is closed between mile markers 51 and 54 after 22 barges broke away. Some of the barges struck three deep-draft vessels transiting the river. A portion of dry-bulk soy beans from one vessel entered the river before the release could be secured. The incident is under investigation. (1/20/16).

## Vicksburg – bridge struck (again)



The US Coast Guard issued a [news release](http://www.uscgnews.com/go/doc/4007/2777558/) [located at <http://www.uscgnews.com/go/doc/4007/2777558/>] stating that the Vicksburg Railroad Bridge at mile marker 435.8 of the Lower Mississippi River has been struck (yet again) by a towboat and barges. Six barges broke free but have been rounded up. Traffic on the river has resumed, but the bridge has been closed pending a safety inspection. The Coast Guard is evaluating additional safety

measures to reduce the potential for future casualties. The incident is under investigation. (1/20/16).

## White House – veto of S.J. 22



The White House issued a **statement** [located at <https://www.whitehouse.gov/the-press-office/2016/01/19/president-obama-vetoes-sj-22>] by President Obama saying that he has vetoed S.J. 22, a resolution that would have nullified a rule issued by the Environmental Protection Agency (EPA) and the US Army Corps of Engineers (USACE) to clarify the jurisdictional boundaries of the Clean Water Act. (1/19/16).

## OFAC – Iranian sanctions regulations



The Office of Foreign Assets Control (OFAC) issued a final rule, effective immediately, amending the Iranian sanctions regulations to implement certain US Government commitments under the Joint Comprehensive Plan of Act (JCPOA) between the P5+1 (China, France, Germany, Russia, the United Kingdom, and the United States), the European Union, and Iran. **81 Fed. Reg. 3330** [located at <https://www.gpo.gov/fdsys/pkg/FR-2016-01-21/pdf/2016-01227.pdf>] (1/21/16).

## USCG – engine rating watches



The US Coast Guard issued a notice stating that its 26 October 2015 direct final rule allowing oilers serving on certain offshore support vessels, towing vessels, and barges to be divided into at least two watches enters into effect on 25 January. **81 Fed. Reg. 3336** [located at <https://www.gpo.gov/fdsys/pkg/FR-2016-01-21/pdf/2016-01101.pdf>] (1/21/16).

## Court – “arising from” and proximate cause



The US Court of Appeals for the Fifth Circuit affirmed the district court judgment in favor of defendant insurers in a coverage dispute regarding sequential damage to a jack-up offshore drilling rig. Plaintiff insured's contention that the second incident arose from the first incident was rejected as the proximate cause of each incident (adverse weather) was separate. **Seahawk Liquidating Trust v Certain Underwriters at Lloyds**, No. 15-30324 (5th Cir., January 19, 2016) [located at <http://www.ca5.uscourts.gov/opinions/pub/15/15-30324-CV0.pdf>].

## Panama Canal – tanker deck cooling



The Panama Canal Authority (ACP) issued an advisory announcing that, effective immediately, transiting crude oil tankers, product carriers, and chemical tankers carrying cargoes with flashpoints of less than 18°C are required to cool their main decks with water by means of the on-deck water sprinkler system or any other means available in order to prevent activation of their pressure relief valves during transit. The cooling of the main deck shall be performed between 1000 and 1800 hours while the vessel is underway at Gatun Lake, or at anchor in Canal waters. Other conditions apply. **Advisory 02-2016** [located at <https://www.pancanal.com/common/maritime/advisories/2016/a-02-2016.pdf>] (1/18/16).

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