

Headlines:

USCG – updated Zika guidance;
DOJ – ADA regulations amended;
USN – South China Sea patrol;
Court – primary versus excess insurance;
Panama Canal – July operations; and
MV Windoc-Allanburg Bridge collision – 11 August 2001.

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Bryant's Maritime News

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USCG – updated Zika guidance



The US Coast Guard issued a message providing updated guidance to its personnel regarding the Zika virus. Others may find portions of the guidance useful for their situations. **ALCOAST 293/16** (8/10/16)
[https://www.uscg.mil/announcements/ALCOAST/293-16_ALCOAST.txt].

DOJ – ADA regulations amended



The Department of Justice promulgated final rule amending the Americans with Disabilities Act (ADA) regulations to incorporate the changes set forth in the ADA Amendments Act of 2008. The amendments enter into effect on 11 October. **81 Fed. Reg. 53203** (8/11/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-08-11/pdf/2016-17417.pdf>].

USN – South China Sea patrol



The US Navy issued a **news release** stating that USS Boxer (LHD 4) completed a routine patrol in international waters of the South China Sea. (8/9/16) [http://www.navy.mil/submit/display.asp?story_id=96117].

Court – primary versus excess insurance



In an unpublished decision, the US Court of Appeals for the Ninth Circuit affirmed the grant of summary judgment against one insurance company and in favor of another insurance company in a dispute over equitable contribution claims. Plaintiff contended that both insurers independently provided primary insurance on the same risk. The court found, though, that defendant was an excess insurer and that the equitable contribution claims were inapplicable. **Mitsui Sumitomo Insurance v Tokio Marine Insurance**, No. 14-56337 (9th Cir., August 9, 2016) [<http://cdn.ca9.uscourts.gov/datastore/memoranda/2016/08/09/14-56337.pdf>].

Panama Canal – July operations



The Panama Canal Authority (ACP) issued an advisory summarizing Canal operations during July. It also includes the schedule of locks maintenance outages for the remainder of the fiscal year. **Advisory 42-2016** (8/8/16) [<https://www.pan Canal.com/common/maritime/advisories/2016/a-42-2016.pdf>].

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

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