

## Headlines:

Great Lakes – regulated navigation areas;  
St. Marys River – closed to navigation;  
USCG – BWMS type approval; and  
MV Windoc-Allanburg Bridge collision – 11 August 2001.

August 11, 2017



# Bryant's Maritime News

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## Great Lakes – regulated navigation areas



The US Coast Guard promulgated a final rule amending its Great Lakes Regulated Navigation Areas to add an additional regulated navigation area in Green Bay and safety zones in the Lakes Erie Islands and Saginaw Bay. These zones will apply during the winter months to protect waterway users from hazards associated with winter conditions and navigation. The amended rule enters into effect on 11 September. **82 Fed. Reg. 37517** (8/11/17) [<https://www.gpo.gov/fdsys/pkg/FR-2017-08-11/pdf/2017-16997.pdf>].

## St. Marys River – closed to navigation



The US Coast Guard issued a **news release** stating that the bulk carrier Calumet grounded in the St. Marys River. There were no reports of injury or pollution. The vessel is not carrying cargo. The river is closed to navigation. A salvage plan is in development. The incident is under investigation. (8/10/17) [<https://content.govdelivery.com/accounts/USDHSCG/bulletins/1b02916>].

## USCG – BWMS type approval



The US Coast Guard issued a **bulletin** stating that the fifth USCG Ballast Water Management System (BWMS) type approval certificate has been issued to Ecochlor, Inc. (8/10/17)  
[[http://mariners.coastguard.dodlive.mil/2017/08/10/8102017-marine-safety-center-issues-ballast-water-management-system-bwms-type-approval-certificate-to-ecochlor-inc/?utm\\_source=feedburner&utm\\_medium=email&utm\\_campaign=Feed%3A+MaritimeCommons+%28Maritime+Commons%29](http://mariners.coastguard.dodlive.mil/2017/08/10/8102017-marine-safety-center-issues-ballast-water-management-system-bwms-type-approval-certificate-to-ecochlor-inc/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+MaritimeCommons+%28Maritime+Commons%29)].

## 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 (**Mo1C0054**) 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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