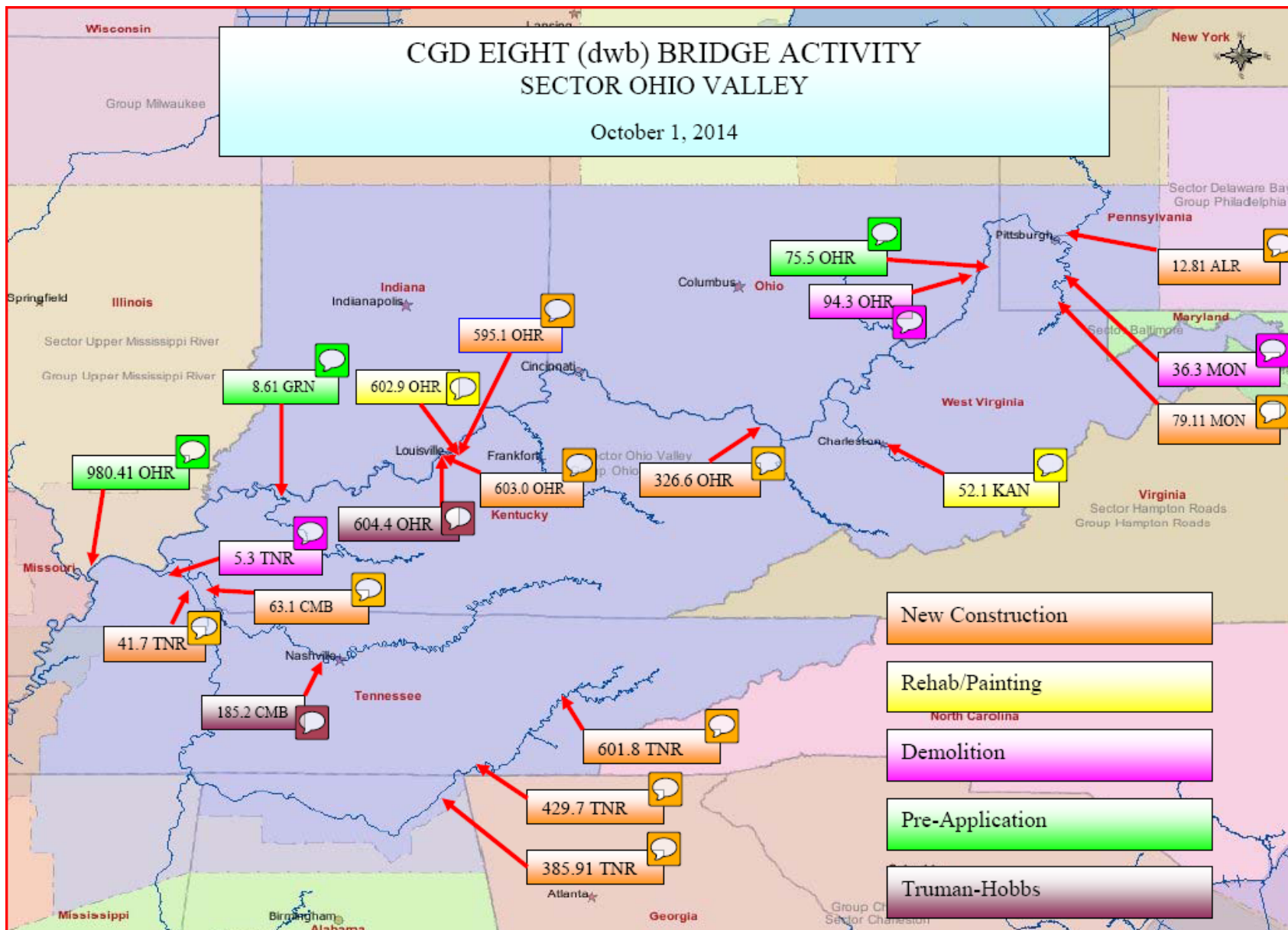




Marine Safety Unit Pittsburgh Waterways Information





Marine Safety Unit Pittsburgh Waterways Information

Monongahela River

MONONGAHELA RIVER

MILE 79.1 - BRIDGE CONSTRUCTION

Masontown Bridge Replacement; Pier construction of both right and left descending channel piers is underway. The channel is clear of floating plant and 344 feet of channel clearance will be maintained during pier construction.

LMN: 46-13

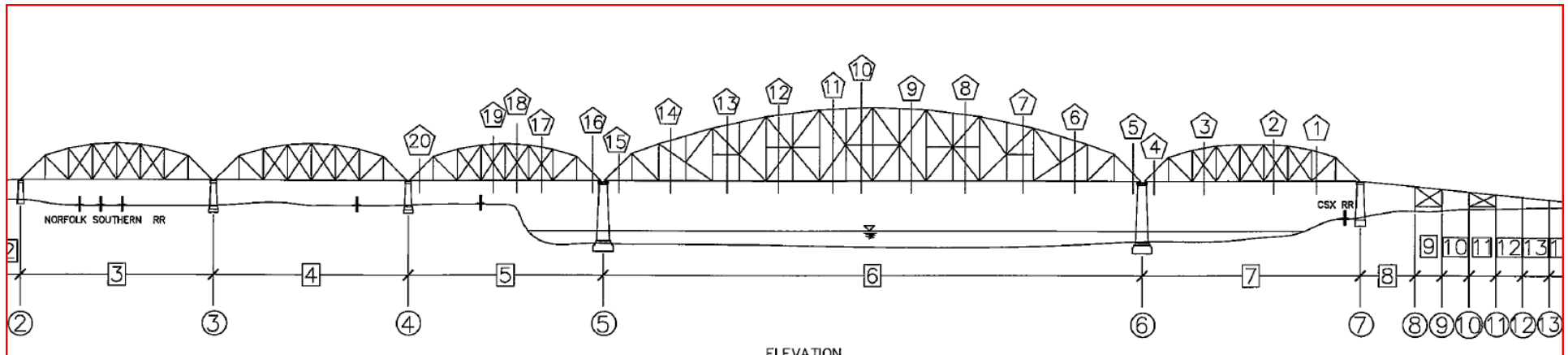
MILE 2.3 - BRIDGE OPERATION

Birmingham Bridge; Due to construction, a temporary access platform extends approximately 4 feet below low steel thereby reducing the vertical clearance to 60.8 feet above pool stage.

LMN: 42-14

Demolition Plan for the Donora Webster Bridge in Washington PA

An estimated safety zone will be a minimum of 1000 feet. The bridge is at mile 36.3 on the Monongahela River. Demolition date is not set but anticipated late November to early December 2014.





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Allegheny River

ALLEGHENY RIVER

MILE 45.1 - BRIDGE MAINTENANCE

Kittanning Bridge; Vertical clearance is reduced to 41.6 feet below low steel due to a containment extending below low steel. Work will be conducted on the bridge Monday through Friday, during daylight hours, until April 2015. For additional information, mariners may contact the Kittanning Truss Bridge Crew via VHF-FM Channel 16 or by cell phone at (412) 600-2690.

LNM: 10-14

MILE 12.81 - REPLACEMENT BRIDGE

Oakmont (Hulton) Replacement Bridge; Cofferdam construction has begun for the subject bridge, Monday through Saturday, during daylight hours, until October 22, 2015. A 375-foot navigation channel will be maintained during the construction. Mariners may contact the M/V MAX K via VHF-FM Channel 13 or the work crew at (412) 292-7384, for additional information.

LNM: 01-14

USCG Safety Zone/Marine Events:

Start Date	End Date	Event	Waterway	Time	Closure
09/13/14	09/13/14	Wheeling Heritage Port Sternwheel Festival Fireworks	OHR 90.2 - 90.7	2045 - 2200	Full
09/20/14	09/20/14	Pittsburgh Pirates Fireworks	ALLR 0.4-0.6	2000 - 2300	Full
10/04/14	10/04/14	Head of the Ohio	ALLR 0.0-3.3	0600 - 1800	Full
10/20/14	10/20/14	Pittsburgh Steeler/Steelers Fireworks	ALLR 0.4-0.6	2000 - 2030	Full
11/02/14	11/02/14	Pittsburgh Steeler/Steelers Fireworks	ALLR 0.4-0.6	2000 - 2030	Full

Ice Committee Pre-Ice Teleconference

On December 1, 2014 tentatively, MSU Pittsburgh will be hosting an Ice Season Teleconference. Request ACOEs, WAP, and NWS notify MSU Pittsburgh if date and time is manageable for agencies.

*Discuss: Attendance List, Meeting Agenda, Meeting Times, etc.



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Marine Safety Alert 12-14 – FUEL SYSTEM MODIFICATIONS LEAD TO FIRE

The Coast Guard **strongly encourages** owners, operators, and marine engine rebuilders with the types of engines listed below, either as propulsion or prime movers for generators to:

Always use proper replacement parts, Consider seam placement of exhaust insulation blankets and lagging during installation, Follow good marine practice by always maintaining the tightness and correct fit of the insulation blankets over the entire exhaust system, and For those who repair or own and operate vessels with these Detroit Diesel engines either as propulsion or electrical generation equipment of design configuration 16V92, 12V92, 12V71 and 16V71, inspect and verify that the proper head to head couplings are used for the fuel supply and return passages. If incorrect, contact an authorized manufacturer technician for specific guidance.

The use of proper engine replacement parts is paramount to safety!

Marine Safety Alert 13-14 – Corrosion of “Duck” Boat Bilge Pump Discharge Piping

The U.S. Coast Guard **strongly encourages** owners, operators, and other persons involved with the inspection of these types of vessels to:

Immediately trace out and inspect the entire bilge piping system for wastage or deterioration of metal bilge piping, check the condition of all hoses, hose clamps, supports and make repairs as needed. Make the inspections of these concealed components part of the vessel's routine inspection process.

Consider installing an access plate on the inner panel at the area of the discharge piping so that the piping is easily accessible for inspection and maintenance. Inform the appropriate Coast Guard personnel if the system piping has changed significantly or in any way that may require regulatory notification, oversight or guidance for permanent repair solutions.

Marine Safety Information Bulletin 7-14 (Change 1) – Ebola Virus Precautions – Update (Change 1)

Timely reporting of suspected Ebola Virus incidents is paramount.

Any suspected Ebola case in the maritime environment will be considered a significant incident, so timely notification to the CDC and the USCG is vitally important, and will help ensure the most appropriate coordination between the CDC, USCG, and other federal, state, and local agencies.

Vessel/facility owner/operators, and local stakeholders, should be aware of the following:

Vessel representatives are reminded that 42 C.F.R. § 71.21 requires the owner, agent, master, operator, or person in charge of a vessel to immediately notify the Center for Disease Control (CDC) whenever there is an illness or death. Facilities that encounter similar conditions are strongly recommended to report this to the CDC as well. <http://www.cdc.gov/quarantine/QuarantineStationContactListFull.html>



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Facilities: An item of concern that has been showing up recently is that the fixed small discharge material condition is deteriorating. Be vigilant and check the small discharge containment to ensure it's still in an operable condition and not rusted through. Also, please remember that Response Plans and Security Plans are valid for 5 years from the date stamped on the letter and to remember to submit updated copies to MSU Pittsburgh for re-approval before your current plans expire. With security plans, also be aware that TWIC came into effect after most plans were approved 5 years ago, so before submitting any new plans for re-approval, please ensure that TWIC is properly covered in the new security plan.

Shipyard Safety Audits: We are conducting Shipyard Safety Audits, for compliance with OSHA and Coast Guard regulations. One area we focus on is interviewing the Shipyard Competent Person and reviewing the logs and policies for gas detection, confined space entry and rescue teams. A few minor deficiencies have been noted: Hatch covers are not completely arranged to allow proper closure with hoses in the space, required annual inspection are not completed on the shore-side air receivers and various electrical cord concerns with inadequate connections.

Uninspected Towing Vessels: Recent deficiencies on UTV examinations have been related to firefighting equipment documentation and portable firefighting equipment not being readily available. If there are any concerns or questions about regulatory compliance for documentation, please contact the MSU Pittsburgh UTV Examiners documentation. While decal renewals are not mandatory, we highly encourage companies to have renewal exam done, to ensure UTVs are continuing to move forward to the day of being certificated vessels. Companies interested in industry initiated renewals should contact MSU Pittsburgh UTV Examiners.

Pollution Investigations: Recently, there have been discharges of petroleum products due to vessels or facilities not following their approved transfer procedures. As a good business practice, and to prevent needless damage to the environment, please ensure Persons In Charge (PIC) are being trained in, familiar with, and are following the outlined transfer procedures approved by the Coast Guard.



Marine Safety Unit Pittsburgh Waterways Information



Near Miss Casualties:

Carbon dioxide release -

While conducting an Uninspected Towing Vessel examination, the crew was directed to test the remote fuel shut-off valves for the main engines and generators. The CG examiner and Port Captain were in the engine room for the test. The Chief Engineer was directed to pull the remote fuel shut-off. The carbon dioxide (CO₂) release handles were located in the same weather-tight box as the remote fuel shut-offs, and the handles looked the same. The Chief Engineer accidentally pulled two of the CO₂ release handles, activating the siren and time delay, the CG examiner and Port Captain were able to exit the space prior to the discharge of CO₂ into the space.

Recreational rowers -

MSU Pittsburgh received notification of a near miss involving a tug and barge (approx 300ft) and a local rowing club. The rowing club was training in the Allegheny River at approx 0630 (pre-dawn). The club had four sculls and two coaching launches in the water at the time of the incident. The rowing club did not have visual contact of the approaching tug and barge and were on a path to collide with the commercial craft. A four person scull was sufficiently close to the barge that they felt compelled to abandon ship and entered the water where they were picked up by the coach's launches. Other than minor scrapes and bruises, attributed to exiting the craft, there were no reports of injury to any person. The other vessels were able to take evasive action sufficient to preclude entering the water. There is no evidence indicating that the tug and barge was in violation of any applicable regulations.

MSU Pittsburgh personnel attended the Safe Boating Council meeting and met with the club director in the interest of partnering to prevent future occurrences of this nature. This near miss serves to illustrate a variety of opportunities to improve the safety posture of the rowing club, in terms of both operations and doctrine. MSU Pittsburgh's Senior Investigating Officer is currently working with the rowing club to improve the safety posture of the club and its personnel.