



Marine Safety Unit Pittsburgh Waterways Information July 2023



Allegheny River**

Robert Clemente Bridge/Sixth Street Bridge (0.6):

A containment system is installed below low steel and follows the contour of the bridge. Vertical clearance is reduced **approximately 1-foot for the middle, 100 feet of the navigation span**. A work barge will be located outside of the navigation channel and will not affect navigation. Mariners are advised to transit the bridge with extreme caution. LNM 38-22

Ohio River**

Cluster Upper Light (51.1):

The Coast Guard proposes the following Aid to Navigation Change: Discontinue Cluster Upper Light (LLNR-23285) at Mile 51.1, Right Descending Bank, in approximate position 40-33-55.001N/080-39-21.266W. Comments to be received by July 18, 2023. Please email comments regarding this proposal to: D08-SMB-District-LocalNoticeFeedback@uscg.mil LNM 21-23

Monongahela River**

Smithfield Street Bridge (0.8):

A containment system is installed and **will hang approximately 1.5 feet, below low steel**, following the contour of the bridge. LNM 33-22

Bridge Obstruction (1.5):

South Tenth Street Bridge; Starboard channel marker has been removed and is currently being worked on. Mariners are urged to exercise caution in the area.

***The information provided is for general informational purpose only and does not include everything in the Local Notice to Mariner. Please visit the weekly Local Notice to Mariner for the latest information.*

Upcoming Events**

-Kittaning Riverbration Boat Race (Safety Zone, Allegheny River MM 45.1-45.8) on August 18-20 from 0900-1900 each day.

***Information is subject to change. This is meant to be used as an aid.*

Areas of Interest

Dry Compressed Air is Vital to Safe Equipment Operation (Safety Alert 08-23):

-A recent Coast Guard investigation involving a fire and subsequent loss of propulsion on board an inspected vessel serves as a reminder of safety issues caused by condensate forming in air lines. During the investigation, an underlying issue was discovered that caused condensate to form in air lines that supplied compressed air to the vessel's air-operated engine throttle and clutch control systems. When the vessel is



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operating in cold weather, the condensate can freeze, potentially blocking the flow of compressed air or cause the pneumatic engine throttle and clutch controls to stick or freeze.

[USCGSA_0823.pdf](#)

- Recent changes to the law now require the responsible entity of a vessel, defined as the owner, master, or managing operator, to report any complaint or incident of harassment, sexual harassment, or sexual assault to the Coast Guard that violates company policy. To help facilitate reporting, the Coast Guard has consolidated reporting for all types of sexual misconduct and established multiple reporting options as detailed in the below graphic.

Ways to report: CGIS Tips Apps, email (CGISTIPS@uscg.mil) , National Command Center (NCC) phone number at 202-372-2100.



This blog is not a replacement or substitute for the formal posting of regulations and updates or existing processes for receiving formal feedback of the same.