Marine Safety Unit Pittsburgh
Waterways Information
April 2021

Ohio River

Wellsburg Bridge (75.5): Installation of drilled shafts has been completed. Construction process for the arch span is underway, along the upstream left descending bank. Floating into place of the bridge span is scheduled for April 20, 2021 to April 23, 2021.

Ninth Street Bridge (90.8): Rehabilitation and painting. Vertical clearance reduced by 4 inches until Oct. 2022.

Bellaire Bridge (94.3): Demolition date to be determined.

Tygart River

1-79 Twin Bridges Replacement (2.6): Pre-application stage.

Areas of Interest

1. **MSIB: COVID-19 Safety Requirements in the Maritime Transportation System: Change-1:** The Coast Guard has published Change 1 to Marine Safety Information Bulletin (MSIB) 02-21 to provide updated guidance on the requirement for wearing masks on commercial vessels in Executive Order (13998) issued by the President on January 21, 2021. Change-1 to this MSIB reflects the inclusion of sea ports, provides additional information on applicability for mask wear in the marine transportation system and includes links to Coast Guard and CDC Frequently Asked Questions (FAQ) pages located at https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Commercial-Vessel-Compliance/CDC-Mask-Order-Frequently-Asked-Questions/.

2. **Marine Safety Alert: Readiness and testing of emergency dewatering equipment:** The Inspections and Compliance Directorate issued Marine Safety Alert 02-21 to address an increasing failure rate amongst the inspected towing vessel fleet with regards to fixed and portable emergency dewatering equipment failing to operate as designed. Emergency dewatering equipment, whether fixed or portable, is essential vessel equipment placed on vessels to maintain the safe operation, survivability, and safety of personnel during emergencies that may require its use. When there is a situation requiring the use of emergency dewatering equipment, it is imperative that this equipment is readily available and fully operational. This includes preparing the equipment for use in the shortest amount of time in order to prevent a catastrophic event.

   The Coast Guard has recently noticed an increasing failure rate amongst the inspected towing vessel fleet with regards to fixed and portable emergency dewatering equipment failing to operate as designed. Most notably, we have found the fixed emergency dewatering system failing to operate due to loss of prime. Proper testing of the dewatering equipment should include ensuring the pump has the ability to physically take suction and that it can produce a sufficient discharge stream. This test can be conducted without discharging over the side into the water.

   Mariners, vessel operators, and third-party organizations (TPOs) are reminded that emergency dewatering equipment is defined as an essential system in Subchapter "M". In accordance with 46 Code of Federal Regulations (CFR) 143.25(a), essential systems must be regularly tested and examined. These tests and examinations must verify that the systems function as designed and that the procedures used for such testing are in accordance with the manufacturer's instructions

or the Towing Safety Management System (TSMS) applicable to the vessel. In the case of emergency dewatering equipment, it must be tested at least every three months as shown in 46 CFR Table 143.245(b).

The Coast Guard strongly recommends that towing vessel owners, operators, and TPOs conduct the following actions to ensure that crews understand how to use the emergency dewatering equipment and that it operates when needed in an emergency situation:

-Ensure that operational tests are conducted at the appropriate intervals to confirm proper functionality.

-Ensure the dewatering system has the ability to take suction and has an adequate discharge.•Ensure the system is intact to include all check valves/foot valves and operates as designed.

-Instruct all crewmembers on the proper operation of emergency dewatering equipment, whether fixed or portable.

-Engage with TPOs to ensure they are conducting operational tests as required.

-Incorporate the policy and procedures for testing and maintenance of emergency dewatering equipment into the vessel's TSMS.
https://mariners.coastguard.blog/2021/03/21/marine-safety-alert-readiness-and-testing-of-emergency-dewatering-equipment/.