



Marine Safety Unit Pittsburgh  
Waterways Information  
February 2020



**Allegheny River**

**Ninth Street Bridge (0.8):** Due to planned work, the vertical clearance may be reduced more than one foot below low steel. Mariners are urged to transit with caution. Estimated completion is August of 2020.

**Ohio River**

**Wellsburg Bridge (75.5):** Trestle and cofferdam installation underway. The new bridge will provide a minimum of 800 feet of horizontal clearance. Environmental review underway.

**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.

**Upcoming Marine Events**

Date	Event	Waterway	Closure	Time
2/14/19 – 2/25/19	Borghese Lane Barge Offloads	Monongahela River LDB MM 72.6	None	0700-1700
3/2/20 – 3/20/20	Mitchell Power Plant line pull	Monongahela River MM 28-30	Full	0700-1700

**Areas of Interest**

- Seafarers’ Shore Access, Important dates to remember:** The Office of Port and Facility Compliance is reminding industry of approaching deadlines associated with the Seafarers’ Access to Maritime Facilities Final Rule, which was effective May 1, 2019. Each facility owner or operator must implement a system for providing access through the facility that enables individuals to transit to and from a moored vessel in accordance with guidelines found in the Code of Federal Regulations at 33 CFR 105.237. Access procedures must be documented in the Facility Security Plan for each facility and approved by the local Captain of the Port. A system for seafarers’ shore access must be documented in your Facility Security Plan (FSP) on or before February 3, 2020. The facility owner/operator must implement their Coast Guard approved seafarers’ access system by June 1, 2020. Coast Guard enforcement of the Seafarers’ Access to Maritime Facilities Final Rule begins June 1, 2020. For questions, contact the Office of Port and Facility Compliance at [HQS-PF-fldr-CG-FAC@uscg.mil](mailto:HQS-PF-fldr-CG-FAC@uscg.mil).
- Work Instruction Update: Alternate testing methods of overspeed protection on electronically controlled engines:** The Office of Commercial Vessel Compliance (CG-CVC) released work instruction CVC-WI-011(1) to provide guidance to Coast Guard marine inspectors for alternative testing methods of verifying that the engine will not overspeed. Modern engines are often controlled by an electronic control unit or electronic control module instead of a mechanical governor. With the employment of an ECU/ECM, the engine speed often cannot be manually increased past the manufacturer’s ECU/ECM



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safety settings. This provides an added level of safety, but requires an alternative method of verifying that the engine will not overspeed. Field verification of overspeed protection is necessary. However, intentionally subjecting engines with a ECU/ECM to 115% of rated speed creates unnecessary risk to the marine inspectors and equipment. The owner or operator may safely demonstrate the overspeed protection by changing the overspeed set point on the ECU/ECM in order to test the failsafe below 100% of rated speed. The Coast Guard will continue to verify mechanical engine overspeed device operation in accordance with current regulations. Verification of the electronic overspeed protection device should be conducted not less than once every five years. This test should be conducted in accordance with the manufacturer's test procedures. Questions about this work instruction and guidance should be directed to [CG-CVC@uscg.mil](mailto:CG-CVC@uscg.mil)