



**Marine Safety Unit Pittsburgh
Waterways Information
July 2019**



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.

16th Street Bridge (1.4): Due to construction work platforms may hang below the bridge and reduce clearance however this should not affect transiting vessels. Mariners are urged to transit with caution.

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.

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
16-Aug-19	Riverbration Boat Races – Kittanning	Allegheny River mile 44.0-45.0	Full	0900-2000
24-Aug-19	Wheeling 5 th Annual Dragon Boat Race	Ohio River mile 90.4-91.5	Full	0800- 1400
31-Aug-19	Wheeling Vintage Raceboat Regatta	Ohio River mile 90.5	Full	0800-1800

**There may be homerun/victory fireworks shot from River Rescue during all Pirates home games.*

Marine Event Applications in review

- 27 July - Upper Ohio Valley Italian Heritage Festival FW- Ohio 90.0-90.5
- 03 August- Fort Armstrong Folk Festival Fireworks- Allegheny River mile 44-45
- 16-18 August - Riverbration Boat Races at Kittanning- Allegheny River 44-45
- 24 August - Wheeling 5th annual dragon boat race- Ohio 90.4-91.5
- 31 August - Wheeling Vintage Raceboat Regatta -Ohio River 90.5
- 12-14 September - Heritage Port Sternwheel Festival Ohio River 91
- 05-06 October - Head of the Ohio Allegheny River 0.0-3.0



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Areas of Interest

1. **Subchapter M – Only a few days left to schedule inspections to meet July 22, 2019 compliance requirements:**

As of July 20, 2018, towing vessel owners and operators are responsible for ensuring that their vessels comply with the provisions of 46 CFR Subchapter M, even if they have not received a Certificate of Inspection (COI). Additionally, in accordance with 46 CFR 136.202, owners and operators are responsible for ensuring that 25 percent of their fleet has received a COI **before July 22, 2019**.

<https://mariners.coastguard.dodlive.mil/2019/04/18/4-18-2019-subchapter-m-only-a-few-days-left-to-schedule-inspections-to-meet-july-22-2019-compliance-requirements/>

2. **Subchapter M requirement for Health and Safety Plan:**

On or before July 22, 2019, owners and managing operators of Subchapter M towing vessels must implement a Health and Safety Plan (HSP) and the associated record-keeping procedures regardless of whether or not the vessel has been issued a Certificate of Inspection. The HSP is required to include general health and safety procedures, identification and mitigation of health and safety hazards, and health and safety training for crewmembers and non-crewmembers.

<https://mariners.coastguard.blog/2019/05/10/5-10-2019-subchapter-m-requirement-for-health-and-safety-plan/>

3. **‘Findings of Concern’ focuses on the hazards of corrosion:**

An Inspected Towing Vessel (ITV) pushing a loaded tank barge experienced a loss of steering and subsequently ran aground, Sept. 25, 2018. The marine casualty investigation determined the initiating event to be the port shaft propeller nut wedged into the rudder, which prevented the free and full movement of the steering gear. The investigation identified the initiating event causal factors to be a material failure of the port shaft propeller nuts locking strap (missing), the lack of a secondary securing mechanism (second nut/cotter pin) on the port propeller nut, and an inadequate corrosion mitigation preventative maintenance program. Visual analysis of the starboard shaft locking strap noted significant deterioration of the locking mechanism requiring immediate replacement. Based on the analysis of this casualty, marine inspectors inspected the locking nut straps of several other ITV's during scheduled dry-dock exams, which showed similar corrosion issues. The Coast Guard recommends the following preventative measures:

- Review company corrosion prevention systems/programs. If necessary, engage with a corrosion specialist from the American Boat and Yacht Council and/or National Association of Corrosion Engineers.
- Ensure adequate primary and secondary propeller shaft securing devices (cotter pins, double nut, locking strap, etc.) are in place at all times, with consideration given to vessel operations and environmental conditions.
- Inspect propeller fasteners routinely/during every dry-docking and replace in accordance with manufacturer's instructions.

<https://mariners.coastguard.blog/2019/06/25/findings-of-concern-focuses-on-the-hazards-of-corrosion/>

4. **Merchant Mariner Credential and Medical Certificate Extension:**

Due to a continued backlog of credential applications and increased processing time caused by the lapse in appropriations, merchant mariner credentials (MMC) and medical certificates (national endorsements only) that expire in **December 2018, January 2019, February 2019, March 2019, April 2019, May 2019, June 2019, or July 2019** are extended as valid until August 31, 2019. Mariners who are actively



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working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of the attached letter. This extension does not change the time frame during which a credential may be renewed. A credential may be renewed at any time during its validity and for 1 year after expiration based on the expiration date printed on the credential.

<https://mariners.coastguard.blog/2019/07/02/national-maritime-center-announces-additional-credential-extensions-due-to-the-lapse-in-appropriations/>