



# Marine Safety Unit Pittsburgh Waterways Information July 2022



## Ohio River

**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 Events

Steubenville Paddlefest: OHR, MM 64 – 66.5; July 16, 12:00pm to 2:00pm

## Areas of Interest

- 1. Marine Safety Alert:** The Coast Guard Office of Investigations and Analysis has released Marine Safety Alert 06-22, to address the effects of water and other contaminants in fuel systems which can be detrimental to the operation of any vessel. A towing vessel operating in a pushing-ahead configuration experienced a loss of all propulsion while operating on the Mississippi River. The loss of propulsion occurred approximately three hours after getting underway and about 3.5 hours after receiving fuel from a shore-side facility. Fortunately, there was no significant damage to the vessel, nor injuries to crewmembers because of this casualty.

The Coast Guard **strongly recommends** that vessel Owners and Operators:

- Ensure that fuel supplies (bunkers) meet the engine manufacturer's specifications for important parameters such as viscosity and cetane number, as well as any regulatory requirements such as flash point and sulfur content.
- Include regular fuel oil sampling and testing from service tanks as part of a periodic maintenance system.
- Ensure that fuel filters are of the correct flow rate and filtration (micron) rating, and that an adequate supply of spare filters is kept onboard.
- Consider the use of duplex filter systems to enable switching from clogged to clean filters, as well as the use of filter differential pressure gauges to monitor the condition and cleanliness of the filter element.



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- Consider the use of a water sensor in diesel tank or filter system to monitor water content in fuels. These sensors may be combined with displays and alarms to indicate excessive water and are generally more effective at detecting rising water content than periodic manual sampling.
- Ensure that a means is provided, usually by a valve and piping arrangement, to periodically sample the fuel being received during bunkering.
- Have a plan in place to recover from any engine shutdown that occurs because of water contamination in fuel. Fuel severely contaminated by water or other impurities has the potential to cause damage to the engine in a number of ways, including subsequent contamination of the lubricating oil system.

**Casualty investigators, marine surveyors and inspection personnel** are encouraged to maintain an acute awareness to these issues and initiate corrective actions as needed.

- 2. Marine Safety Alert:** The Coast Guard Office of Investigations and Analysis has released Marine Safety Alert 08-22, to highlight the need for boaters to exercise caution while transiting boat launch areas. While transiting a mixed-use waterway, a motor vessel capsized a kayak in its wake, jettisoning the kayaker into the water. This incident occurred near a known kayak launch and was the third such event within a short time span. In the most recent case, the motor vessel's operator failed to see the kayaker in the water while traveling at 16 knots with clear visibility.

To ensure the safety of all waterway users, the Coast Guard offers the following reminders:

- All vessels are responsible for their wake and operators should consider reducing headway to avoid negatively impacting activities, docks, wildlife, shorelines, and smaller craft (e.g., fishing boats, canoes, paddleboards, and kayaks).
- The Navigation Rules require all vessels to operate at safe speed for the conditions.
- The Navigation Rules require all vessels to maintain a proper lookout at all times by sight and hearing. If additional personnel on the vessel are available, assign them to assist as lookouts to identify potential hazards including other vessels and persons in the water.
- Motorized vessels should render assistance as they are capable and without endangering their own vessel and crew or others.