

MARINE INCIDENT SUMMIT

INCIDENT BRIEFS
FROM THE
2ND & 3RD QUARTERS OF CY 2014



MARINE SAFETY UNIT PITTSBURGH

Office: (412) 644-5808

Fax (412) 644-3479

Pittsburgh2692@uscg.mil



Disclaimer: This document is an unofficial chronicle of discussions between the Waterways Association of Pittsburgh and the USCG, and is not intended to affect or influence the outcome of the official USCG investigations conducted.

The following are incident briefs from reportable marine casualties investigated between April 18th and September 30th, 2014.

- 1) 18 April 14 DUTCHESS Gateway Clipper, Inc
Passenger Vessel
Equipment Failure

The M/V DUTCHESS lost starboard propulsion while approaching their mooring at the Gateway Clipper Fleet on the Monongahela River at mile marker 0.5 when the starboard reduction gear lost hydraulic pressure due to a blown seal.

- 2) 24 April 2014 TOM HOFFMAN Murray American
Towing Vessel Transportation, Inc.
Allision

At approximately 2115 local, the UTV TOM HOFFMAN was heading up bound pushing 15 empty jumbo open hopper barges on the Monongahela River at mile marker 14.4 when the head of the tow began to slide towards the left descending pier of the Riverton Bridge. The tow allided with the bridge pier, causing no damage to the bridge or to the barge.

- 3) 26 April 2014 VULCAN Murray American
Towing Vessel River Towing
Equipment Failure

At approximately 2140 local, the towing vessel VULCAN was pushing 12 uninspected barges laden with coal down the Ohio River and locking through the Emsworth Lock (mile marker 6) when the vessel experienced a loss of steering from its starboard rudder due to river debris being jammed between the rudders.

- 4) 08 May 14 MARATHON Marathon Petroleum
Towing Vessel Company
Equipment Failure

At approximately 0220 local, the towing vessel MARATHON was pushing 02 empty and 04 loaded uninspected hopper barges upbound on the Ohio River when the vessel experienced a loss of power to its starboard generator due to a failed thermostat on the generator that caused the water pump to also fail. Vessels automation switched power to port generator.

- 5) 24 May 14 MARY ROSE/CC928 Imperial Towing
Towing Vessel/Tank Barge
Allision

At approximately 0425, the towing vessel MARY ROSE was pushing two barges into the lock chamber at Braddock Lock and Dam when the tank barge CC 928 caught a protruding piece of rub armor on the riverside wall causing an above the waterline rupture of the knuckle in a 3' x 3' area.

- 6) 3 June 14 YANKEETOWN Bellaire Vessel
Towing Vessel Management
Equipment
Personnel Casualty

While the UTV YANKEETOWN was shifting barges in a fleeting area on the Ohio River at MM 92.6, a crewmember was standing close to a line that was under strain and snapped. The snapped line then recoiled back and struck the crewmember on the right leg above the ankle. The crewmember suffered a fracture on his right fibula and was transported to the Wheeling Hospital for further evaluation. No other injuries were reported. The company completed drug and alcohol testing on the crewmember. No further incidents reported.

- 7) 10 June 14 CAPT DEANE ORR Murray American
Towing Vessel River Towing
Allision

The UTV CAPT DEANE ORR allided with the Port Authority Transit Bridge MM 1 MON. UTV's pilot was navigating down bound on the Monongahela River with 20 empty hopper barges. As the UTV DEANE ORR approached the bend in the river in the vicinity of the Port Authority Transit Bridge the slack water at the bend held the head of the tow in toward the right descending bank and it allided with the concrete bridge pier resulting in 1' x 4' dent in the starboard lead barge rake. Pennsylvania DOT was notified and the bridge was closed to traffic and inspected. No damage was reported to the bridge.

- 8) 18 June 14 CAPT DEANE ORR Murray American
Towing Vessel River Towing
Equipment Failure

The UTV CAPT DEANE ORR was heading U/B MM 67 OHR pushing 12 empty coal barges, when it suffered a loss of steering due to steering cable breaking. The UTV RONALD L. LOUGHMILLER assisted the vessel to Weirton Ice & Coal at MM 66 OHR where service technicians conducted repairs.

- 9) 20 June 14 PRINCESS Gateway Clipper, Inc.
Passenger Vessel
Equipment Failure

The M/V PRINCESS had lost propulsion with 171 persons onboard while transiting up bound the Allegheny River near the Veterans Bridge. While adrift the crew attempted to anchor the vessel but at the same time allided with the Veterans Bridge. Minor injuries were reported to a few passengers and Pittsburgh River Rescue went onboard to provide treatment. The M/V DUCHESS towed the vessel back to the dock without further incidents. The incident was due to a loss of air pressure for the control system. The main air compressor pump overheated and failed to turn on. The secondary air compressor was insufficient in size and unable to replenish the lost air to allow the vessel to continue to operate.

- 10) 24 June 14 R.L. IRELAND Murray American
Towing Vessel Transportation, Inc.
Equipment Failure

The UTV R.L. IRELAND (263274) reported a loss of propulsion while conducting fleet work at the Fort Martin Power Plant landing at MM 92 MON LDB. The vessel was able to use the port main propulsion to safely tie off in the fleeting area. Divers and shore side mechanics were able to determine the loss of propulsion on the starboard side was due to a broken shaft.

- 11) 26 June 14 CAPT DEANE ORR Murray American
Towing Vessel River Towing
Equipment Failure

The UTV CAPT DEANE ORR was pushing 16 loaded coal barges at MM 37.7 OHR when a steering cable bolt fractured in half. The vessel lost steering and maneuvered for an intentional soft grounding.

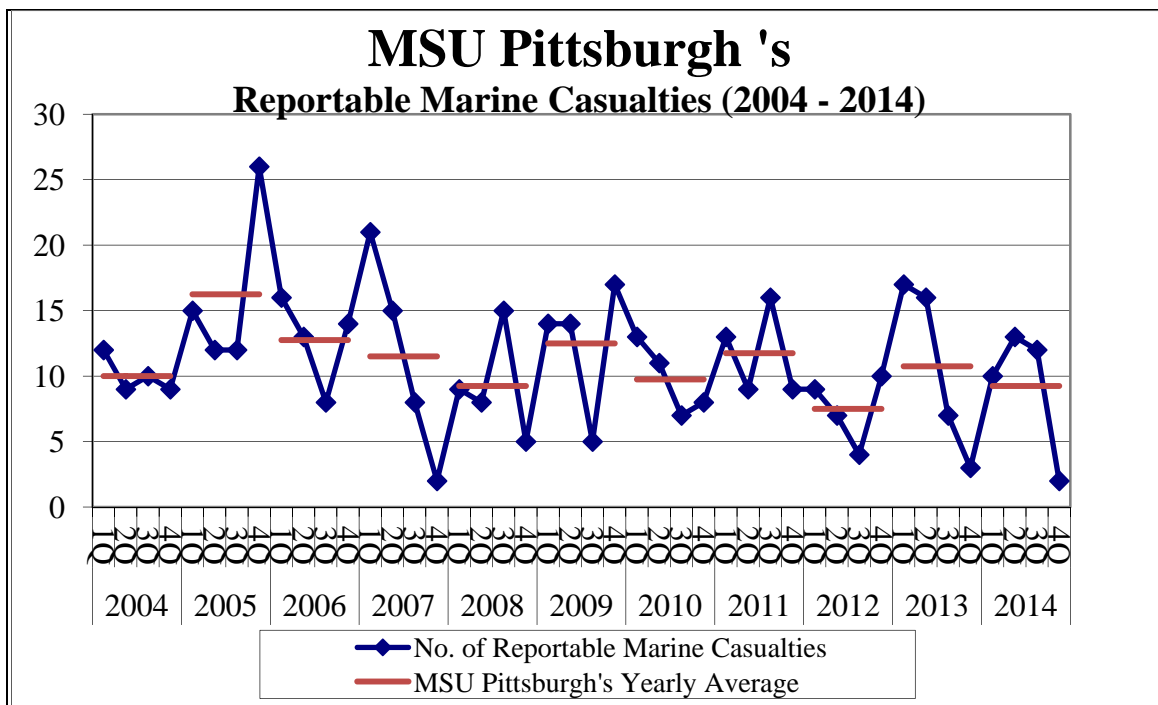
- 12) 13 Aug 14 D.L. JOHNSON Campbell
Towing Vessel Transportation Co.
Equipment Failure

While pushing ahead two empty hopper barges and one diesel fuel tank barge, the UTV D.L. JOHNSON's main steering pump failed. The vessel casualty occurred at MM 38 on the Monongahela River. The pilot noticed the vessel was not steering properly so he stopped the tow and laid the vessel against the bank to prevent any further casualties from occurring. When the port engineer arrived onboard he isolated the main steering pump and shifted over to the auxiliary steering pump in order to get the vessel underway. The port engineer determined that a seal in the steering pump had gone bad and needed to be replaced. The vessel's crew replaced the seal while in transit to MM 44 on the Monongahela River. After conducting steering trials the main steering pump was reported

repaired and the vessel continued its voyage.

- 13) 13 Aug 14 LAWSON W. HAMILTON JR Amherst Madison
 Towing Vessel
 Grounding

The UTV Lawson W Hamilton JR was transiting down bound on the Monongahela River at MM 11 when the starboard stern of the tow grounded. The tow consisted of 5 coal, 1 scrap metal and 1 empty barge, all jumbo barges. Barge T13534 grounded due to excessive draft for existing conditions. It was drafting between 10 and 11 feet. Local knowledge suggests a standard operating depth of 13ft in this vicinity. The vessel had just exited Braddock lock and dam and was about 1600 feet away from the lock and 150 feet from the right descending bank when the grounding occurred. The barge sustained no damage and after about 45 minutes the UTV freed the tow from the riverbed and continued down bound without further incident.



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