

FALL 2021 MARINE INCIDENT SUMMIT

CASUALTY SUMMARIES



MSU HUNTINGTON

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Barboursville, WV 25504

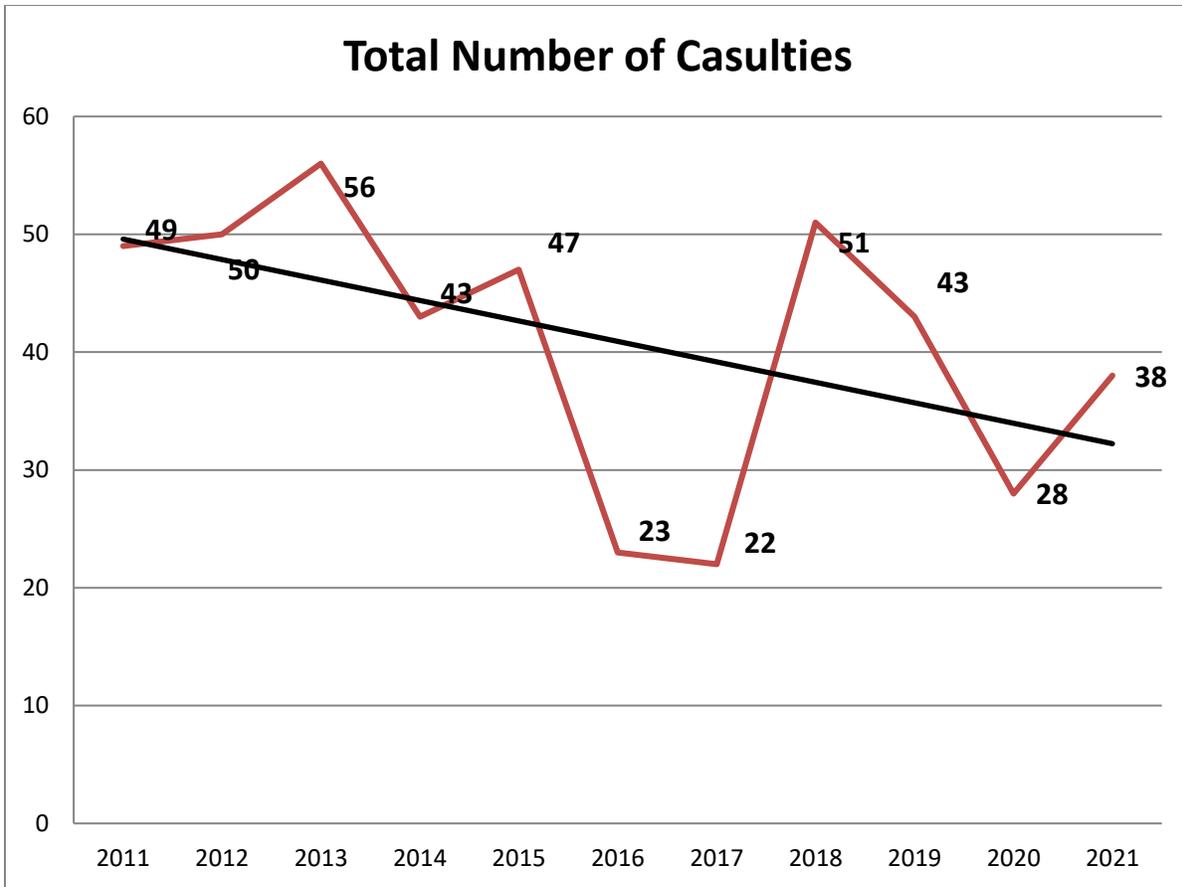
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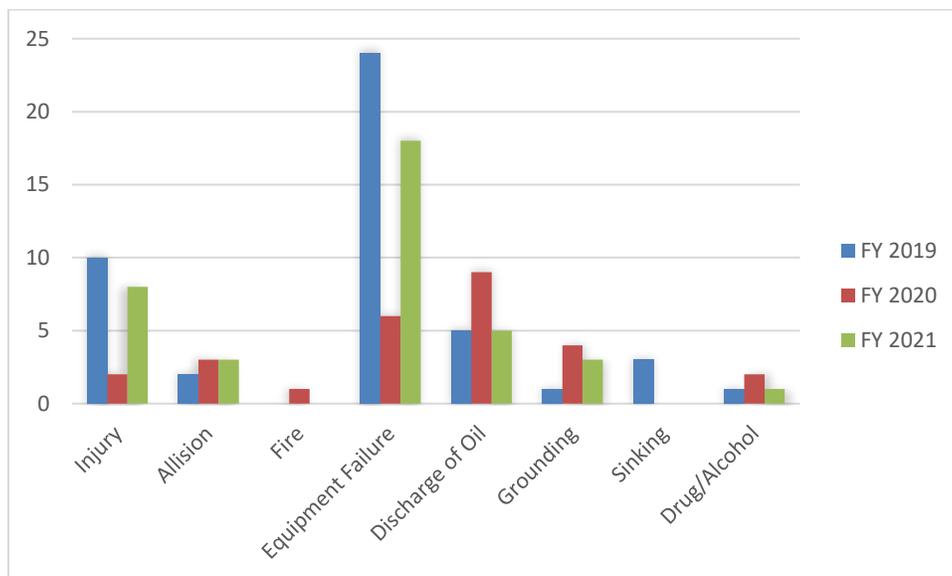
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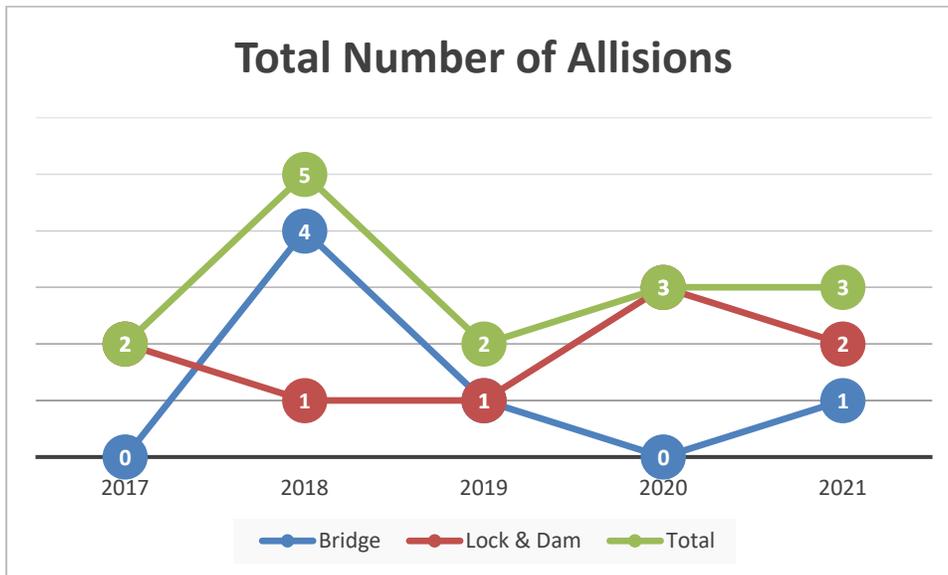
Disclaimer: This document is an unofficial chronicle of discussions between the Huntington District Waterways Association, the Waterways Association of Pittsburgh and the USCG, and is not intended to affect or influence the outcome of the official USCG investigations conducted.



This graph represents the past 10 years of incidents investigated within MSU Huntington's AOR.



This table represents reportable marine casualties investigated within MSU Huntington's AOR for the past 3 fiscal years.



This graph represents the past 5 years of allisions that occurred in MSU Huntington's AOR.

A variety of reportable marine casualties investigated this year.

- 1) JUL 2021 LOSS OF STEERING MSU HUNTINGTON INFORMAL

An ITV was in the process of locking through the Belleville Lock & Dam at MM 204.4 OHR while pushing 3 loaded asphalt barges it experienced a loss of steering. While conducting trouble shooting, the ITV discovered a loose bolt on the flanking rudder control pod. The crew tightened the bolt and installed a double nut to secure the bolt against vibration. Steering test conducted and found satisfactory.

As a result of its investigation, the Coast Guard determined the initiating event for this casualty was the failure of the bolt on the flanking rudder control pod to remain secure. Once the bolt loosened, control of the flanking rudder was lost. The causal factors that contributed to this incident: the effects of vibration over time to the bolt on the flanking rudder control pod and lack of a robust preventative maintenance schedule to inspect the steering gear system for unsecured/loose equipment.

- 2) JUL 2021 LOSS OF STEERING MSU HUNTINGTON INFORMAL

An ITV while towing 05 loaded coal barges was transiting down bound at MM 81 Kanawha River when they lost steering due to an unknown reason. The vessel lost control of the primary and flanking rudder capabilities. They were able to back into mooring cells on the right descending bank in the immediate vicinity without further issues. Vessel awaited tow from another ITV. Vessel transited from MM 81 Kanawha River to repair yard to conduct further investigation into the cause of the steering failure.

into the shore line. All persons from both vessels were evacuated to shore prior to the collision and nobody was reported injured and no pollution was reported. Investigation is still ongoing.

4) APR 2021

BARGE BREAKAWAY

MSU HUNTINGTON
INFORMAL

An ITV was heading down bound on the Ohio River approaching Long Bottom Bend, which is an approximate 150 degree turn to port, with 15 unregulated loaded coal hopper barges. Vessel began its turn to port but the pilot noted the head of the tow as turning faster than anticipated. The pilot turned the rudder back to starboard to attempt to correct and slow the turn. The starboard face wire on the fwd starboard barge broke from the correction force and the front 3 barges remained connected only by the port face wire causing the barges to hinge to the port side. This caused the port forward barge to run aground on the left descending bank causing the tow to rotate clockwise until it became perpendicular to the river.

After grounding the pilot backed down to port at half throttle as the deckhands were still working with the broken wire on the tow into attempt to break it free. Once the crew returned to the vessel the pilot backed down at full throttle. The entire length of the tow continued to pivot around the grounded fwd barge until the vessel quickly approached the right descending bank at which time the pilot made the decision to break the towing vessel free from the tow. Approximately 2 minutes after the aft starboard barge allided with the bank, the stern barge lashing broke causing the aft 3 barges to break away from the tow and drift downriver. The remaining 12 barges pivoted around the initial grounded barge to settle on the left descending bank facing up river.

As a result of its investigation, the Coast Guard determined the initiating event for this casualty was the vessel being overcorrected by the master and that the master has 20+ years of navigation experience with vessel navigation, however had he had more current experience and been more familiar with this specific vessel and its horsepower he likely wouldn't have oversteered and required the correction force that caused the lines to part.

5) MAY 2021

CREW INJURY

MSU HUNTINGTON
INFORMAL

An ITV was completing fleet work at Paint Creek Terminal on the Kanawha River MM79.1. A crew member was disembarking a loaded coal hopper barge onto the tow vessel using a mooring chock as a step down from the less than 3 ft elevation change. When the crew member stepped onto the chock, they slipped off and their right leg landed on the chock having the right knee get injured. The crewmember was taken to the hospital for additional testing to determine severity of injury as well as complete drug and alcohol testing.

As a result of this investigation, the Coast Guard has determined that the initiating event for this casualty was the slipping on the chock while embarking the tow vessel. The causal factors that contributed to this casualty include: (1) Lack of step or ladder in vicinity of injury, (2) Company policy on required steps or ladders for elevation of 3ft or greater, and (3) chock used as a step.