

MARINE INCIDENT SUMMIT

INCIDENT BRIEFS
FROM
1 OCTOBER 2021 - 1 OCTOBER 2022



MARINE SAFETY UNIT PITTSBURGH

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Disclaimer: This document is an unofficial chronicle of discussions between the Waterways Association of Pittsburgh and the U.S. Coast Guard. It is not intended to affect or influence the outcome of the official Coast Guard investigations conducted.

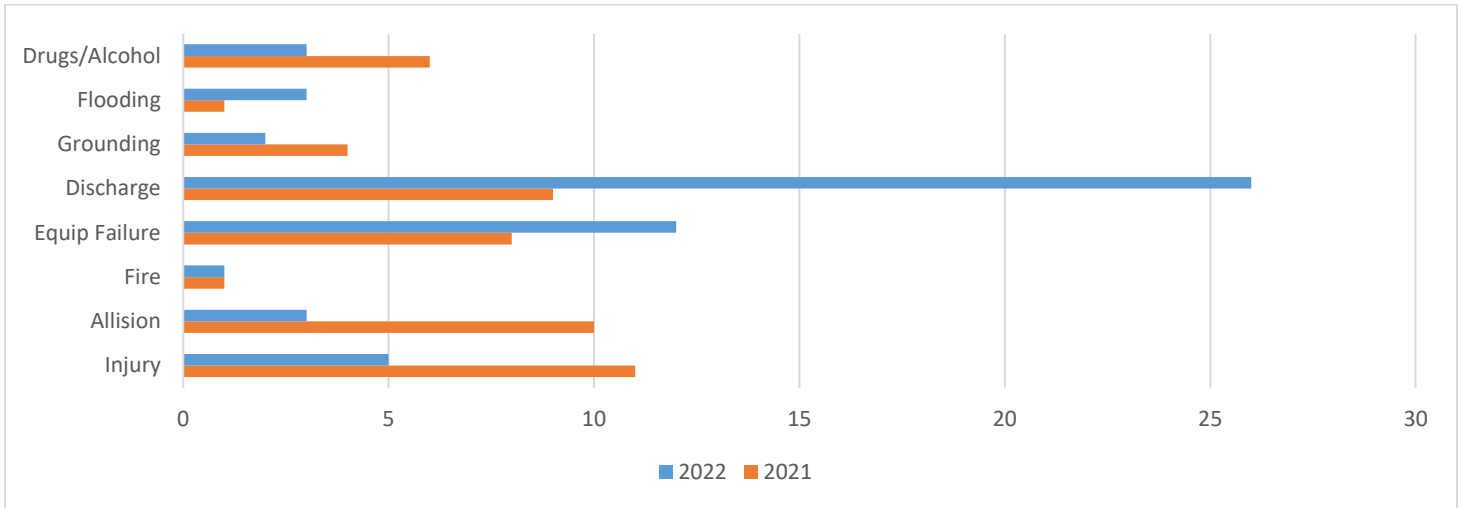
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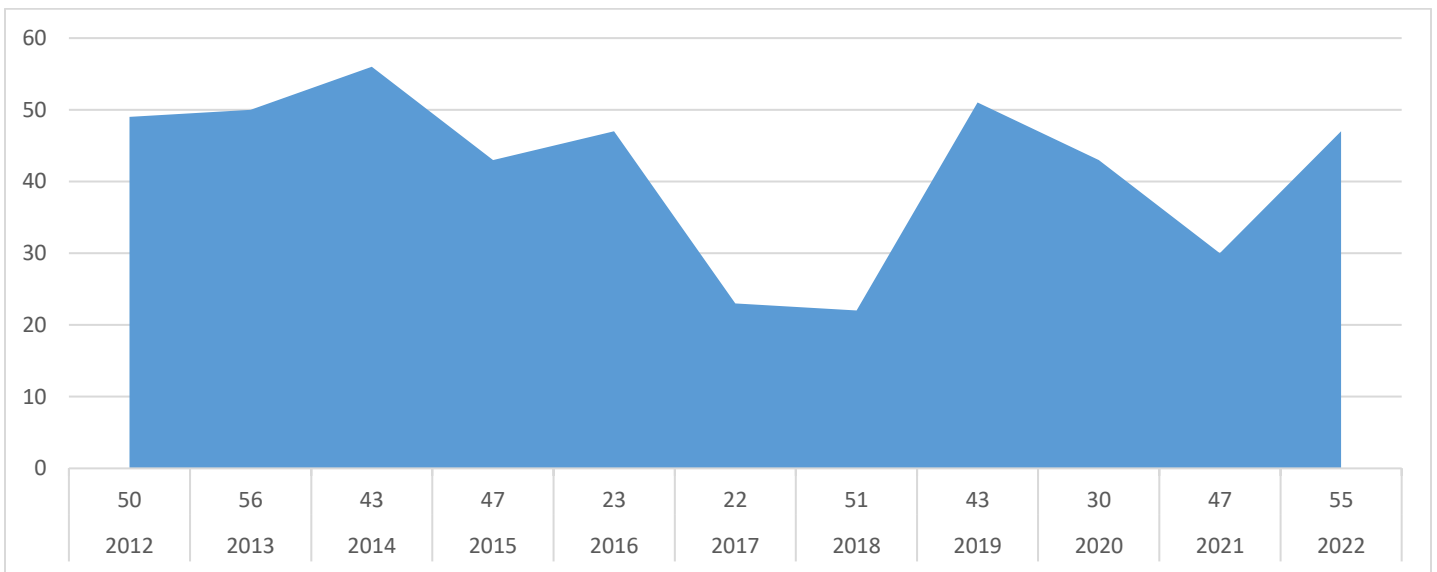
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Breakdown of Reported Marine Casualties Oct 1, 2021-Oct 1, 2022



Trend Analysis



The following incident briefs are from reportable marine casualties investigated between October 1 2021 and October 1 of 2022.

1) August 2022: Towing Vessel Allision

A spud on a crane barge came in contact with scaffolding on a bridge and knocked several feet of scaffolding loose. Vessel's pilot did not take into account air draft and did not consult all sources of information when completing the navigational assessment that morning.

2) Oil Discharges Towing Vessel

Two discharges of oil from towing vessels have PIC/person serving as PIC as contributing factors. 1 person who was not listed in TSMS serving as PIC closed starboard return line valve that forced the port side fuel tank to press up and discharge oil. 1 person opened the wrong valve and fuel that should have gone in to the port side fuel tank went into the starboard causing a full tank to overflow.

3) TSMS Third Party Audits TSMS

Two companies have been issued requirements to undergo Third Party Audits due to failure to follow their safety management systems discovered after marine casualties have occurred. Ensure if a policy was written in your company's TSMS, everyone is following the policy.

Towing Safety Management System – 46 CFR 138 and/or Company Policy.

4) Failure to make immediate notification

Failure to make immediate notification of a marine casualty. Three letters of warning have been issued to companies have failed to make immediate notification of marine casualty and reported incidents the following day.

Notice of Marine Casualty – 46 CFR 4.05-1 and Navigation and Vessel Inspection Circular (NVIC) No. 01-15.

5) Drills Towing Vessel Hull Integrity / Discharge of Oil

Ensure drills are being performed and practiced. Deckhands assigned to close fuel shutoff valves could not locate all or some of the emergency shut off valves during Coast Guard inspection.

6) Multiple Occurrences Towing Vessels Injuries

Over the course of the year, reported injuries dropped from 11 the previous year to 6 this year. Here is a quick synopsis of the injuries:

- 3 instances of injury occurred during line handling.
- 1 instances of strains from lifting or pulling.
- 1 illness

Identification and Mitigation of Health and Safety Hazards – 46 CFR 140.510

Additional Notes:

Immediate Notification:

46 CFR Part 4.05-1 (a):

IMMEDIATELY AFTER the addressing of resultant safety concerns, the owner, agent, master, operator, or person in charge, shall notify the nearest Sector Office, Marine Inspection Office, or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting in:

Maximum Penalty: \$40,640

Notice of Violation (Ticket) First Time Offense: \$5000

When in doubt, call the Coast Guard and we can help you make a determination.