

In the below email, the Coast Guard investigating officer explains how the property damage was calculated.

The Coast Guard definition of property damage is based on the description of property damage found in 46 CFR 4.05, in the casualty reporting criteria -- 46 CFR 4.05-1(a)(7) An occurrence causing property damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gasfreeing, dry-docking, or demurrage.

From: [REDACTED] CWO-4 USCG SEC UPPER MISS (USA) <[REDACTED]>
Sent: Thursday, February 10, 2022 12:38 PM
To: Karr Michael <michael.karr@ntsb.gov>
Subject: RE: NTSB: Party review of the revised Kevin Michael Marine Investigation report

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Good afternoon Mike,

1. Good comment regarding the damage. The NTSB uses the same property damage description as the Coast Guard. Is the figure below in your report? That is good support for me to use your figure.
 - a. If you have it, do you have a document that shows how that figure was calculated.

In determining the vessel damage estimates, I have a total of \$537,000 in vessel/barge damages. This was determined using the survey report completed by Carrier Marine. This report totaled 132,738 pounds of steel replacement at a cost of \$3.50 per pound, totaling \$464,583. There was also 317 square feet of fiberglass replacement at \$90.00 per sq ft totaling \$28,530. These material and repair costs totaled \$493,113 which I rounded up to \$494,000. I also added \$43,000 for the costs of wires, deck fittings, fiberglass cover fittings and other miscellaneous items for a grand total of \$537,000 of vessel damage.

In determining the Lock and Dam damage estimates, I used the spread sheet they provided in their survey. They identified a total of \$574,727 in total labor costs and a total of \$60,500 in materials, for a grand total of \$635,227.

Total vessel damage of \$537,000 plus facility damage of \$635,227 for total of \$1,172,227.

6. Regarding this comment: The information from the study was also used to “explore the possibility of broadcasting information about river level conditions near MPLD to vessels as they approach the structure”, which did not happen.
 - a. Is there a document or meeting minutes that discuss the decision to not carry this out?
 - b. Is the decision final? In process? Or is this a line in a study that no one has yet taken for action?

That quoted excerpt is from page 4 of their own case study. I have attached the email and response from ACOE regarding my inquiry – no actions have been taken. [REDACTED]

[REDACTED]

Regards,

[REDACTED]

[REDACTED]
Sector Upper Mississippi River
Marine Investigations

PHN: [REDACTED]

FAX: [REDACTED]