



USCG Maritime Information Exchange Incident Investigation Reports

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Investigation Activity Report

TOM BEHRINGER/Allision

Activity Start Date: Thursday, February 10, 2022

MISLE Activity Number: 7400788

MISLE Originating Unit: Sector Ohio Valley

MISLE Activity Owner: Commandant (CG-INV-3)

MISLE Activity Controller:

MISLE Case Number: Not Associated with a Case

I. INCIDENT BRIEF

The ITV TOM BEHRINGER (ACBL, 584006, 6000HP, COI/USCG) approached the Portland Canal at MM 604.2 OHR, with 10 loaded scrap metal barges, and 5 empty barges, when the starboard second lead barge (AEP 607B) struck the protection cell of the L&I Railroad Bridge, which is at the entrance of the Portland Canal. ITV TOM BEHRINGER later discovered that the barge was taking on water and began to use dewatering pumps to keep up with the flooding. The AEP 607B suffered damage to the #5 wing tank. The starboard stern corner of the tank (bottom), has a 2' long crack and is 3 1/2" wide. No damage to protection cell. The barge was shingled and proceeded to McBride Fleet at MM 614 OHR to conduct permanent repairs. As a result of it's investigation, the Coast Guard determined the initiating event for this casualty was the allision between the AEP 607B and the protection cell of the dike at the entrance of the Portland Canal. As a result of the allision, the AEP 607B sustained damage and subsequent flooding. Contributing factors include: 1) Hazardous River Conditions; and 2) Failure of the Mate/Pilot to anticipate conditions and manage vessel maneuvers.

II. INCIDENT SUMMARY

Incident Involved: Marine Casualty, Reportable
Level of Investigation: Informal

IMO Classification: Routine
USCG Classification: Routine
Was This a Serious Marine Incident? No
Was a Marine Board Convened by Commandant? No

Personal Casualty Summary

Total Missing: 0
Total Dead: 0
Total Injured: 0
At Risk, Not Injured: 0
Total Not at Risk: 2
Total at Risk: 0

Vessel(s) Status Summary

Actual Total Loss(es): 0
Total Constructive Loss, Salvaged: 0
Total Constructive Loss, Unsalvaged: 0
Damaged: 1
Undamaged: 1

Property Damage Summary

Total Damage:
Vessel(s): \$10000
Cargo: \$0
Facility: \$0
Other: \$0

May Include Estimates

III. ACTIONS IN REPONSE TO THIS REPORT

Actions on Recommendations:

NO RECORDED DATA

Safety Alerts:

NO RECORDED DATA

IV. FINDINGS OF FACT

Subjects of the Investigation

Involved Vessel(s)

Vessel Name: TOM BEHRINGER
VIN: 584006
Role: Involved in a Marine Casualty

Vessel Name: AEP 607B
VIN: 1128954
Role: Involved in a Marine Casualty

Involved Facilities

Facility Name: LOUISVILLE & INDIANA RAILROAD
DRAWBRIDGE
Type: Bridge

For additional vessel details, [please click here.](#)

For additional facility details, [please click here.](#)

Involved Parties

Party Name: Removed for Privacy
Party Name: Removed for Privacy

Involved Organizations

Organization Name: AMERICAN COMMERCIAL
BARGE LINE LLC



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Investigation Activity Report

ROGER K SHAW Allision/Breakaway/Flooding

Activity Start Date: Saturday, February 26, 2022

MISLE Activity Number: 7404013

MISLE Originating Unit: Sector Ohio Valley

MISLE Activity Owner: Commandant (CG-INV-3)

MISLE Activity Controller:

MISLE Case Number: Not Associated with a Case

I. INCIDENT BRIEF

On 26 February 2022 at approx. 08:45 the ITV ROGER K SHAW was downbound on the Ohio River at mile 604 attempting to enter the Portland Canal with 12 barges. The tow consisted of 9 loaded hopper barges and 3 empty tank barges. As the towing vessel was approaching the Portland Canal at mile 604 Ohio River, the Master of the ROGER K SHAW misjudged the affects of the current resulting in the vessel and barges being set too far to starboard resulting in the barge in the second row starboard string, (IB 1989) alliding with the mooring cell near McAlpine Vane Dike Light and daymark at Ohio River mile 604.3. Eight of the barges in the tow broke away due to the mooring cell allision, drifted over the vane dike and allided with the L and I Railroad Bridge. Four of the barges in the tow were damaged due to the combination of allisions and breakaways. The damage to each of the four barges damaged in the combination of allisions and breakaways resulted in one flooded void space each. As a result of its investigation, the Coast Guard has determined that the initiating event for this casualty was the tank barge IB 1989 alliding with a cell near the entrance to the Portland Canal. The causal factors that contributed to this casualty include the Master misjudging the affects of the current and set towards the Falls of the Ohio on the tow, while attempting to enter the Portland Canal. Subsequent events include the breakaway of 8 barges from the tow and the allision of the barges with the L and I Railroad Bridge, resulting in flooding of one void each to 4-damaged barges from the tow breakaway.

II. INCIDENT SUMMARY

Incident Involved: Marine Casualty, Reportable
Level of Investigation: Informal
IMO Classification: Routine
USCG Classification: Routine
Was This a Serious Marine Incident? Yes
Was a Marine Board Convened by Commandant? No

Personal Casualty Summary

Total Missing: 0
Total Dead: 0
Total Injured: 0
At Risk, Not Injured: 0
Total Not at Risk: 3
Total at Risk: 0

Vessel(s) Status Summary

Actual Total Loss(es): 0
Total Constructive Loss, Salvaged: 0
Total Constructive Loss, Unsalvaged: 0
Damaged: 4
Undamaged: 6

Property Damage Summary

Total Damage:
Vessel(s): \$250000
Cargo: \$0
Facility: \$0
Other: \$0

May Include Estimates

III. ACTIONS IN REPONSE TO THIS REPORT

Actions on Recommendations:

NO RECORDED DATA

Safety Alerts:

NO RECORDED DATA

IV. FINDINGS OF FACT

Subjects of the Investigation

Involved Vessel(s)

Involved Facilities