

From: Wiseman, Kyle L CIV USARMY CEMVS (USA) [REDACTED]
Sent: Wednesday, April 7, 2021 9:16 AM
To: Broadstock, Keli N CIV USARMY CEMVS (USA) [REDACTED] >; [REDACTED]
MSSE4 <[REDACTED]@uscg.mil>
Cc: Adden, James F CIV CEMVS CEMVD (USA) <[REDACTED]>; Griffith, Bradley M CIV
USARMY CEMVS (USA) <[REDACTED]>
Subject: RE: Kevin Michael Incident

Keli/[REDACTED],

Brad Griffith was off-duty at the time of incident (lunch break). We collected statements from Matt Dunham (Shift Chief) and Justin Redshaw (Lock Operator). Those statements along with their incident reports are attached.



The dam was operating under open river conditions, with all gates open/out of the water. At the time of the incident all gates were open approximately 5-8 feet above the water line. As recorded in Matt Dunham's statement, immediately following the incident, the Shift Chief and Central Area Navigation Manager made the decision to close gates 1-4 in an attempt to stop barges from passing through the dam with crew members on board runaway barges. NOTE: The tainter gates at Melvin Price Locks & Dam close at a speed of roughly 1 foot per minute.

River elevations were as follows: Upper – 419.4' / Lower – 418.3'

Flow rates were as follows: 292,510.02 cfs @ 1100 hrs. and 293,290.03 cfs @ 1200 hrs.

If there are any follow-up questions or additional documentation needs please let me know.

Thanks,
-Kyle

Kyle Wiseman
Facility & Safety Specialist
U.S. Army Corps of Engineers
Rivers Project Office
301 Riverlands Way
West Alton, MO 63386
 Office: 636-899-0066
 Cell: [REDACTED]
 Fax: 636-899-2655

Initial Incident Email Notification

INSTRUCTIONS

Fill out the form shown below with the applicable information and send it via email to the below listed recipients. Include the respective lockmaster / assistant lock master as well.

Andy Schimpf
Karen Watwood
Mike Quinn
Kyle Wiseman
Danny Lunsford
Jim Adden

Ryan Lee
Larry Pederson
Tony Reis
George Hilton
Allen Barnes
Joey Gibbs
Jeremy Garzia
Bryan Parrett

Date of Incident: 3/19/21 Time of Incident: 1140 Date of Report: 3/19/21

Location of Incident:

☐ Lock and Dam 24 ☒ Melvin Price Lock and Dam ☐ Other: _____
☐ Lock and Dam 25 ☐ Locks 27 _____

Shift Leader: MATT DUNHAM Lock Operator: JUSTIN Redshaw

Captain: _____ Mate: _____

Vessel Name: M/V KEVIN MICHAEL

Incident Summary: Approach The main chamber, collided
with lock wall

VESSEL COLLISION INFORMATION

A. Shift Chief complete the LMS FL No. 92 form and verify the extent of any damages.

B. Get the following information for the ENG Form 3394:

Motor Vessel Name: KEVIN MICHAEL HP: 5600
Vessel Owner Name: STEEL CITY MARINE
Vessel Owner Address: FREEDOM, PA.

Master/Pilot's Name: _____ Age: _____
Length of Time on Duty: _____ Estimated Tow Speed: _____ (mph)

Direction of Tow: ☐ Northbound ☒ Southbound
Number of Barges: 9 Loaded 6 Empty

Commodity: CORN, GRAIN Tonnage: 14100
Length of Tow: 1175 (ft) Width of tow: 105 (ft)

Positive Communication Between Pilot and Head of Tow? ☐ Yes ☐ No
Number of Deckhands on Head End: 2 Number of Fenders Used: _____
Had Vessel Been Given Yellow or Green Light to Make Approach? ☒ Yes ☐ No

Wind Direction: NE Wind Speed: 10 (mph)
Visibility: ☒ Good ☐ Fair ☐ Poor ☐ Zero
Pool Elevation: Upper: 419.4 Lower: 418.9
Point of Impact Below Top of Wall: _____

<u>Witnesses</u>	<u>Printed Name:</u>	<u>Signature:</u>
Shift Chief	<u>MATTHEW L DUNNAN</u>	<u>[Signature]</u>
Lock Operator	_____	_____
Master/Pilot	_____	_____
Mate/Deckhand	_____	_____
_____	_____	_____
_____	_____	_____

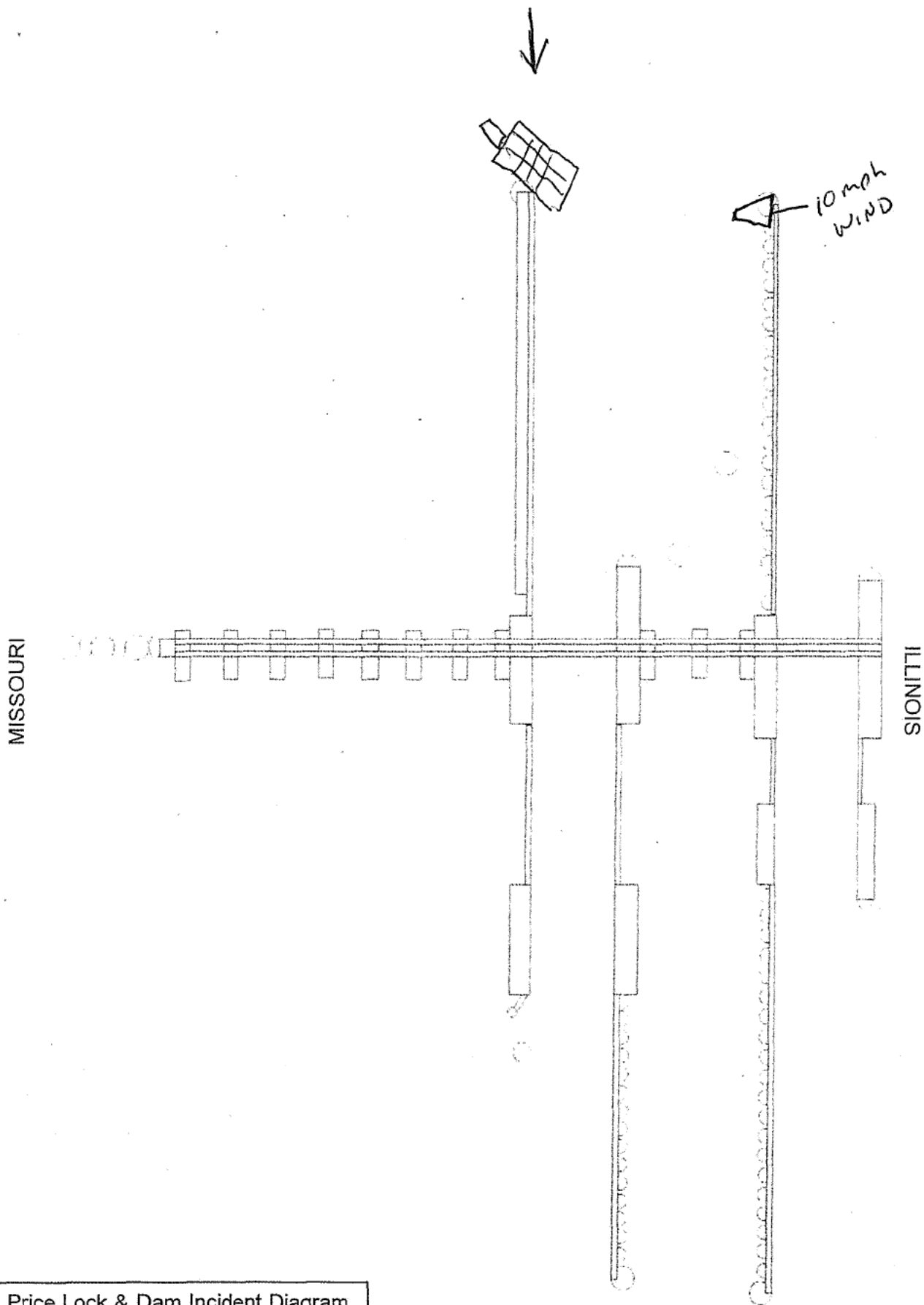
C. Use the applicable "Accident Diagram" sheet to show the shape of the tow at impact and location of barges. Include motor vessel name and sign/ date accident diagram.

D. Complete the "Inbound-Outbound Tow Diagram".

E. Take photos of the damages imposed to the lock, motor vessel, and barges involved.

F. Each witness to prepare a detailed written narrative explaining the events concerning the collision.

This form prepared by: [Redacted] Date: 3/19/21



Melvin Price Lock & Dam Incident Diagram

Signature: _____

Date: 3/19/21

From: [Adden, James F CIV](#) [REDACTED]
To: [Wiseman, Kyle L CIV](#) [REDACTED]
Subject: FW: Kevin Michael accident
Date: Tuesday, March 23, 2021 3:15:18 PM

From: Dunham, Matthew L CIV CEMVS CEMVD (USA) [REDACTED] >
Sent: Monday, March 22, 2021 6:13 PM
To: Adden, James F CIV CEMVS CEMVD (USA) [REDACTED] >
Subject: Kevin Michael accident

Statement:

On 3/19/2021 at approx. 1135 I was watching Kevin Michael coming down for the long wall between the Alton bridge and Mel Price locks and dam. I asked the lockman Justin Redshaw where he was located and he said the end of the long wall where he was supposed to be. I called the Area Lockmaster in the office on the phone, to say I didn't think Kevin Michael was in a good position to make the lock and to keep an eye on it. The tow made contact with the upper guide wall hitting at an angle breaking of the first couple strings of the tow, then hitting the upper bullnose and coming apart with the rest. The area Lockmaster and I agreed to try to drop dam gates 1,2,3,4 to try and keep the barges from passing through, especially the empty one with both deck hands on it for their safety.

Matt Dunham

A. Shift Chief complete the LMS FL No. 92 form and verify the extent of any damages.

B. Get the following information for the ENG Form 3394:

Motor Vessel Name: Kevin Michael HP: _____
 Vessel Owner Name: _____
 Vessel Owner Address: _____

Master/Pilot's Name: _____ Age: _____
 Length of Time on Duty: _____ Estimated Tow Speed: _____ (mph)

Direction of Tow: ☐ Northbound ☒ Southbound
 Number of Barges: 9 Loaded 0 Empty

Commodity: _____ Tonnage: _____
 Length of Tow: _____ (ft) Width of tow: _____ (ft)

Positive Communication Between Pilot and Head of Tow? ☐ Yes ☐ No
 Number of Deckhands on Head End: 2 Number of Fenders Used: 0
 Had Vessel Been Given Yellow or Green Light to Make Approach? ☒ Yes ☐ No

Wind Direction: Southwest Wind Speed: _____ (mph)

Visibility: ☒ Good ☐ Fair ☐ Poor ☐ Zero

Pool Elevation: Upper: _____ Lower: _____

Point of Impact Below Top of Wall: Hit bullnose on ~~bottom~~ the side of second strand of barges. Then head on w/ 3rd strand of barges

Witnesses

Shift Chief

Lock Operator

Master/Pilot

Mate/Deckhand

Printed Name:

Matt Dunham

Justin Redshaw

Signature:

[Redacted Signature]

C. Use the applicable "Accident Diagram" sheet to show the shape of the tow at impact and location of barges. Include motor vessel name and sign/ date accident diagram.

D. Complete the "Inbound-Outbound Tow Diagram".

E. Take photos of the damages imposed to the lock, motor vessel, and barges involved.

F. Each witness to prepare a detailed written narrative explaining the events concerning the collision.

This form prepared by [Redacted Signature]

Date: 19 MAR 2021

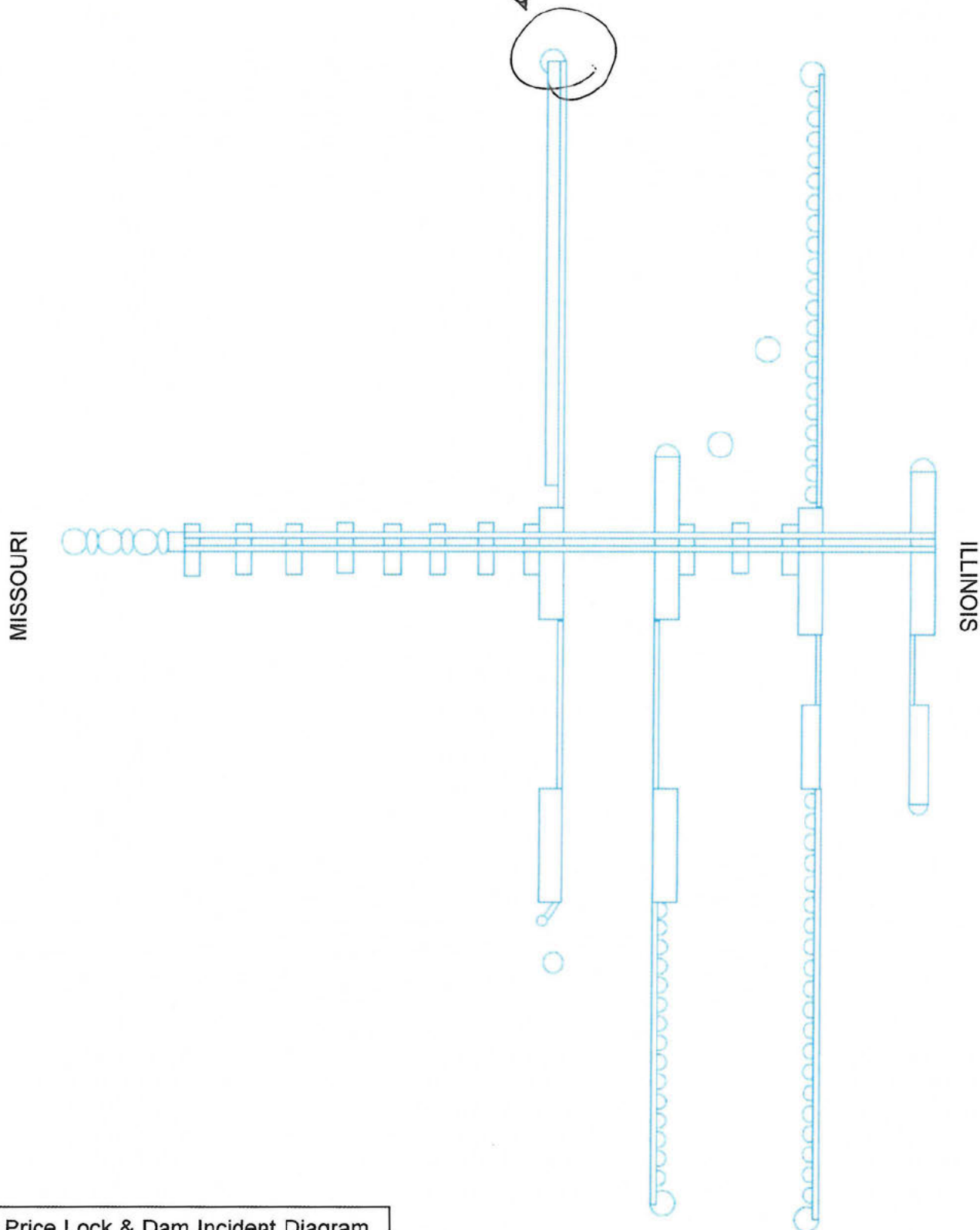
Inbound / Outbound Tow Diagram

Vessel: Kevin Michael
 Date: 19 MAR 2021

	BOW			
P O R T	Barge ID# _____	Barge ID# _____	Barge ID# _____	S T A R B O A R D
	Barge ID# _____	Barge ID# _____	Barge ID# _____ <div style="text-align: center; font-size: 2em;">X</div>	
	Barge ID# _____	Barge ID# _____ <div style="text-align: center; font-size: 2em;">X</div>	Barge ID# _____	
	Barge ID# _____	Barge ID# _____	Barge ID# _____	
	Barge ID# _____	Barge ID# _____	Barge ID# _____	
	Barge ID# _____	Vessel ID# _____	Barge ID# _____	
STERN				

Comments: the boxes with an "X" indicate where barges were struck
where

barge ~~struck~~ struck
long wall bullnose



Melvin Price Lock & Dam Incident Diagram

Signature: _____

Date: 19 Mar 2021

WITNESS STATEMENT FOR MOTOR VESSEL INCIDENT

Facility Name: Mel Price Lock and Dam
Facility Address: 1 Locks and Dam Way Alton IL 62002

Date of Incident: 19 Mar 2021
Time of Incident: _____

Name of Motor Vessel: Kevin Michael

Witness Name: Justin Redshaw
Witness Job Title: Lock Operator

Witness Statement: Vessel and tow were making southbound approach. Vessel and tow started to drift towards the river side. Changing the angle of the approach. The second strand of barges from the front struck the long wall bullnose, causing them to break apart. The vessel and tow continued towards the bullnose. Striking the center barge in the third strand from the front. The barges started to break apart. Seven barges went to the dam side. Eight stayed in the fore bay. Some barges struck dam gates and/or protection cells. I was at the long wall bullnose when accident occurred. I made sure the deckhands were safe and not injured.

This form prepared by: _____

Date: 19 Mar 2021