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June 10, 2003

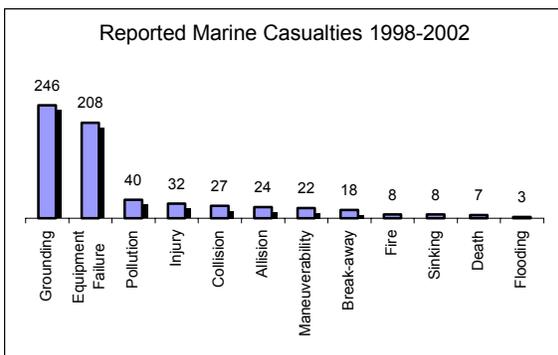
MSO Memphis Information Bulletin

MARINE CASUALTY ANALYSIS FOR 1998 THROUGH 2002

The mission of MSO Memphis is to protect the safety and security of the public, merchant mariners, and maritime industry; the ports, waterways, and the environment; and the economic vitality of the marine transportation system by preventing, responding, and investigating maritime incidents. One of the ways in which we accomplish this mission is through the prevention of marine casualties. An analysis of the 643 marine casualties reported to MSO Memphis from 1998 through 2002 was conducted to identify the associated risk factors. I ask that you review these findings with an eye towards reducing future casualties. Together we can make the maritime industry a safer and more secure industry.

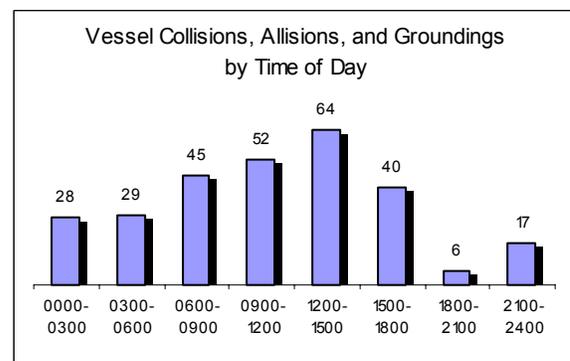
RESULTS

Vessel collisions, allisions, and groundings accounted for 46% or 297 of all casualties followed by equipment failures, which comprised 32% or 208.

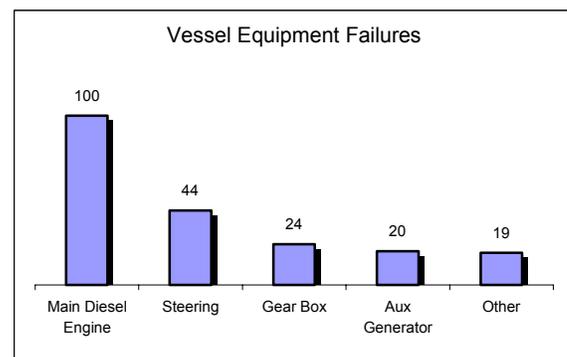


Vessel groundings occurred throughout the Lower Mississippi River with 15% of the groundings occurring between miles 725 and

745. The majority of the groundings occurred in September and January of each year with the fewest occurring in the spring & summer months of May, June, and July. Groundings were grouped into 3-hour segments. Most of the groundings occurred between 1200 and 1500 while the period between 1800-2100 experienced the least number of grounding.



Vessel equipment casualties included main diesel casualties (48%) and steering system failures (21%) followed by gearbox and auxiliary generator casualties.

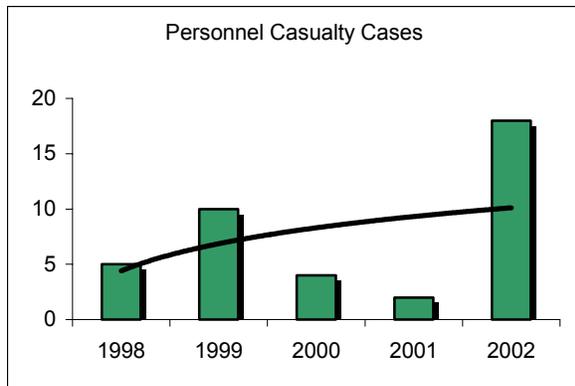


There were 32 deaths in this 5-year timeframe. Thirteen people died in 1999 when an amphibious passenger vessel sank in Hot Springs, Arkansas. Fourteen people died in 2002 when a tow struck and partially collapsed the Interstate-40 highway bridge in Webbers Falls, Oklahoma. Two other people died while working on barges. These deaths were linked to failure to properly wear personal flotation devices (PFDs).

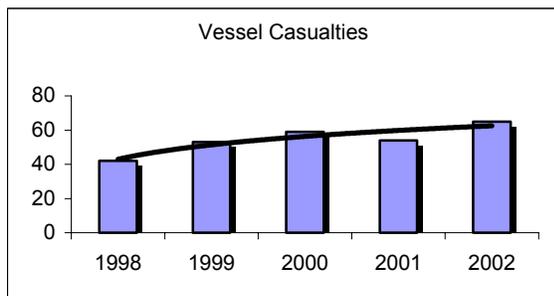
There were 31 reported injuries. The majority of these (64%) involved slips, trips, and falls. Another 29% of the reported injuries involved people working on deck with wires and winches.

TRENDS

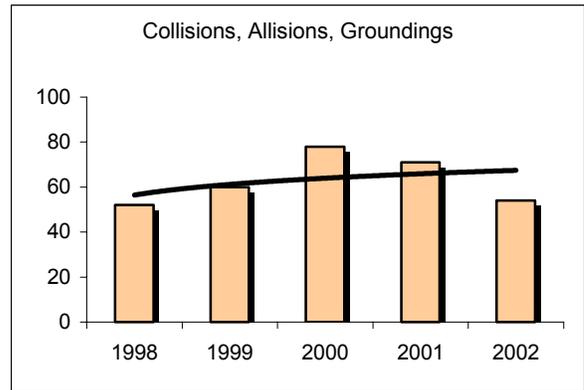
Personnel casualties have continued to increase steadily since 1998. In 2002, 16 casualties related to injuries and 2 involving deaths were reported and investigated. This is a sharp increase from previous years.



Vessel casualties also continue to rise with an increase in the number of casualties related to equipment failures.



The number of collisions, allisions, and groundings increased between 1998 and 2000 but has steadily declined since then.



CONCLUSIONS

On average there has been; one grounding each week, an equipment failure every 9 days, and an injury reported every 60 days. Increased vigilance is a key to saving lives, reducing injuries and minimizing casualties. I ask each of you to examine the risks in your individual companies and look for ways to reduce those risks through operational and engineering solutions. Together we can manage today's risks to eliminate tomorrow's casualties.

D. C. STALFORT
 Commander, U. S. Coast Guard
 Captain of the Port