



Budwine & Associates

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Survey Report No.: TN-2018-02044

MARCH 12, 2018

JANTRAN, INC.
P.O. BOX 397
ROSEDALE, MS 38769

ATTN: MRS. LESLIE JENKINS
[REDACTED]

Re: PRELIMINARY DAMAGE INVESTIGATION
TOW M/V "LELAND SPEAKES" / BOAT FIRE - GROUNDING
MM 509 LOWER MISSISSIPPI RIVER / A.H.P

DOI: FEBRUARY 21, 2018

THIS IS TO CERTIFY that the undersigned Marine Surveyor did on February 21, 2018, and subsequent dates, at the request of Mrs. Leslie Jenkins, and for the account of Jantran, Inc., survey the above captioned tow and Motor Vessel subsequent to a boat fire under the conditions narrated hereafter.

The purpose of the survey was to determine the nature and extent of damages the vessels may have sustained as a result of a boat fire and subsequent grounding.

Further purposes were to observe and assist with operations to stabilize the M/V "Leland Speakes", to form an opinion as to the repairs which would be required, to provide an opinion as to the costs and / or losses therefrom, and to prepare a record of same.

ATTENDING SURVEY

Mr. Charles Parker – Marine Surveyor – Budwine & Associates, Inc., jointly representing Jantran, Inc.,

Mr. Josh Haynes, Mr. Bill Gallagher, and Mr. Steve Cooley – Jantran, Inc.

Two man fire response team – Big River Shipbuilders

Four man dive team – River Services Company

Three man fire response team – U.S.E.S.

Four man Oil Spill response team – U.S.E.S.

Four man fire response team – McKinney Salvage & Heavy Lift

Mr. [REDACTED], Mr. [REDACTED], and Mr. [REDACTED] – USCG Vicksburg sector

DETAILS OF CASUALTY

HISTORY OF EVENTS

The exact details and circumstances relative to the incident were unknown to the undersigned marine surveyor; However, it was reported that at approximately 0730 hours on the morning of February 21, 2018, the M/V "Leland Speakes" caught fire while upbound near mile 519 on the Lower Mississippi River. The M/V "Maggie Leavell", operated by Wepfer Marine, Inc., responded from Greenville, MS and assisted the drifting tow. Ultimately, the tow came to rest near mile 509 of the Lower Mississippi River on the right descending bank.

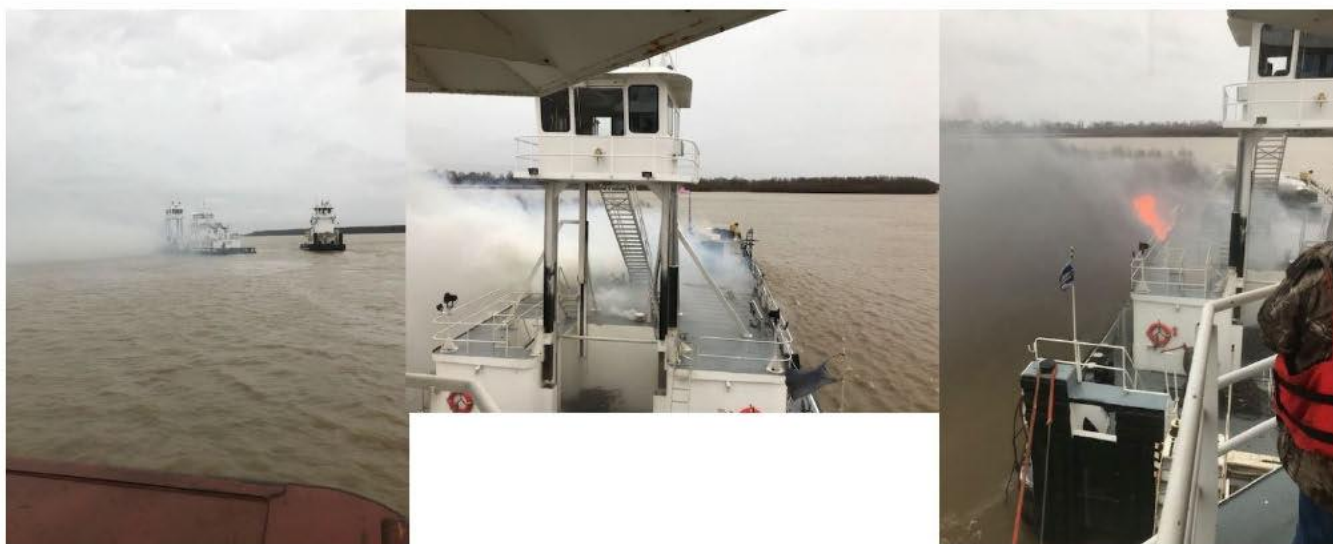
Prior to the incident, the tow was reportedly made up as follows (*diagram not to scale*):

M/V "Leland Speakes"	MTC-726	MTC-1428B	HBM-4581B	BUNGE-13504B	MTC-323	PML-1387B	BOI-1202
	MTC-710	MTC-1316B	CMT-109B	MTC-665	HBM-3423B	BOI-1222B	BOI-1311
	MTC-1446	MTC-736B	MTC-723	SCF-11116B	CC-1500	BOI-712B	BOI-1334

Note: The tow did not break up, but reportedly did come into contact with ground while adrift.
Barges shaded in blue were empty.

CIRCUMSTANCES OF SURVEY

Mr. Parker was contacted by Fred O. Budwine and requested to respond from the Memphis, TN office. A River Services Company dive team, a U.S.E.S. fire response team, a Big River Shipbuilders fire response team, a U.S.E.S. oil spill response team, and a McKinney Salvage fire response team had also been contracted by Jantran, Inc. to assist.



NOTES

Wednesday, February 21, 2018

0845 hours – Mr. Parker departed the Memphis, TN office for the public boat ramp near Mayersville, MS.

1200 hours – Mr. Parker arrived at the Mayersville, MS boat ramp and awaited transportation to the tow of the M/V "Leland Speakes".

Notes: While standing by, members of the Vicksburg USCG sector and Mr. Steve Cooley arrived. Mr. J.O. Smith, of Big River Shipbuilders also arrived, via skiff, and requested Mr. Parker procure additional fuel for the skiff.

Crews were reportedly on site and utilizing fire pumps in attempts to suppress the fire aboard the M/V "Leland Speakes". The M/V "Gabe Gattle", operated by Terral Riverservice, was holding the tow of the M/V "Leland Speakes" against the right descending bank near mile 509 of the Lower Mississippi River. The M/V's "Terrene" and "Rosedale", each operated by Jantran, Inc., were assisting with securing the tow, and efforts to quell the fire aboard the M/V "Leland Speakes".

1345 hours – After having obtained fuel for the skiff nearby, and returning to Mayersville, Mr. Parker was transported to the M/V "Leland Speakes".

1410 hours – USCG requested permission to reopen the channel to traffic.

1425 hours – Mr. Parker arrived as the M/V "Leland Speakes" was unfaced from its tow and shifted to the right descending bank by the M/V's "Rosedale" and "Terrene".

1515 hours – The M/V "Patoka", operated by the USCG, utilized the buoy tender barge in tow as a platform, and firefighting devices aboard, to aid in efforts to quell the flames aboard the M/V "Leland Speakes".

1545 hours – Mr. Andy McKinney arrived at the Lake Providence, LA facilities operated by Terral Riverservice, with additional firefighting supplies.

1610 hours – Winds in the area shifted and directed flames, smoke, etc., from the M/V "Leland Speakes" into the adjacent USCG buoy tender. The M/V "Patoka" was forced to pull off momentarily.

1615 hours – Two (2) members of the River Services Company dive team utilized the dive vessel to retrieve Mr. Andy McKinney and additional firefighting supplies from Lake Providence. Terral Riverservice provided the equipment to load firefighting supplies into the dive vessel. The M/V "Rosedale" departed to assist the M/V "Miss Pam", operated by Big River Shipbuilders, in shifting additional equipment upstream.

Notes: Ultimately, the M/V "Kim King", operated by Terral Riverservice, took possession of the fire supplies barge, and it was not necessary for the M/V "Rosedale" to assist.

NOTES: Wednesday, February 21, 2018
(Cont'd)

1720 hours – The fire response teams began utilizing foam to suppress flames aboard the M/V "Leland Speakes".

1730 hours – Mr. Parker inspected the tow of the M/V "Leland Speakes" as all other personnel continued efforts to extinguish the fire.

1915 hours – Mr. Parker completed the inspection of vessels within the tow and informed all concerned parties, including barge owners, of the findings.

1930 hours – The dive vessel returned with additional firefighting supplies (foam).

2100 hours – At this time, there were no longer any open flames aboard the M/V "Leland Speakes". The M/V "Beverly Anne", which would be taking possession of the tow, was nearing the area. The M/V "Kim King" was also nearing the area and requested to stand-by upon arrival.

2230 hours – The M/V "Beverly Anne" arrived and stood-by for the return of the M/V "Rosedale".

Notes: All crews stood-by aboard the M/V "Terrene" overnight. "Hot-spots" were extinguished about the M/V "Leland Speakes" if/as necessary during the evening hours.

Thursday, February 22, 2018

0115 hours – The M/V "Gabe Gattle" departed.

0500 hours – Mr. Parker submitted a preliminary transit plan to USCG personnel based upon the M/V "Leland Speakes" returning to Rosedale, MS alongside the tow of the M/V "Beverly Anne".

0530 hours – The OSRO team utilized their skiff to boom off the area adjacent to where dewatering pumps were to be staged.

Notes: Between the hours of 0530 and 0800, all crews assisted in dewatering the engine room of the M/V "Leland Speakes".

0800 hours – Crews worked to secure tailshafts and rudders aboard the M/V "Leland Speakes".

0900 hours – Mr. Parker re-submitted a transit plan based upon the M/V "Leland Speakes" returning to Rosedale, MS alongside the tow of the M/V "Beverly Anne".

0905 hours – The M/V "Terrene" shifted the stern end of the M/V "Leland Speakes" off ground in order to straighten and secure the steering rudders. Mr. [REDACTED], of the USCG, verbally approved for operations to continue as the M/V "Leland Speakes" was prepared for transit.

NOTES: Thursday, February 22, 2018
(Cont'd)

- 0930 hours** – Mr. Parker was informed by Jantran personnel that the M/V "Leland Speakes" would not be transported to Rosedale, MS by the M/V "Beverly Anne", but by the M/V's "Rosedale" and "Terrene". He informed Mr. [REDACTED] of this development and began revising the transit plan previously submitted. The M/V "Terrene" shifted the M/V "Leland Speakes" across the river to the tow of the M/V "Beverly Anne".
- 0935 hours** – All persons in attendance from Big River Shiplbuilders, McKinney Salvage & Heavy Lift, and U.S.E.S. departed after having recovered their respective equipment.
- 0950 hours** – Mr. Parker updated USCG personnel in regards to the transit plan. The M/V "Leland Speakes" was now to be placed in tow with the M/V's "Rosedale" and "Terrene", with a rigging flat moored to its port side.
- 1035 hours** – The M/V "Leland Speakes" was moored alongside the tow of the M/V "Beverly Anne" as preparations for its transit continued.
- 1115 hours** – Mr. Parker answered a series of questions proposed by LT. [REDACTED], of the USCG Vicksburg sector.
- 1210 hours** – The M/V "David Work" was dispatched from Rosedale, MS to assist the M/V "Beverly Anne" in transportation of the tow.
- 1215 hours** – The M/V's "Rosedale" and "Terrene" began building the tow as described in the transit plan.
- 1300 hours** – Upon informing Mr. [REDACTED] that the tow was built and ready for departure, Mr. [REDACTED] informed Mr. Parker that LCDR [REDACTED] had requested that a barge be strung out in front of the M/V "Leland Speakes" while in transit.
- 1305 hours** – Mr. Parker informed Mr. [REDACTED] that CHB "BOI-1202", an empty rake barge, would be faced up to the bow end of the M/V "Leland Speakes" during transit.
- 1310 hours** – The M/V "Rosedale" retrieved CHB "BOI-1202" from the tow, and faced it up to the bow end of the M/V "Leland Speakes".

NOTES: Thursday, February 22, 2018
(Cont'd)

1415 hours – Mr. Parker received verbal approval of the transit plan and all crews departed for the public boat ramp in Mayersville, MS.



1445 hours – Mr. Parker departed Mayersville, MS, and transported two (2) members of the River Services Company dive team to the public boat ramp near mile 535 on the Lower Mississippi River prior to returning to the Memphis, TN office.

1900 hours – Mr. Parker was secured in the Memphis, TN office.

Tuesday, February 27, 2018

Between the hours of 1215 and 1645, the undersigned marine surveyor was in attendance to perform the preliminary damage investigation as the M/V "Leland Speakes" lay moored and afloat at the repair facilities operated by Jantran, Inc., near Rosedale, MS.

Mr. Parker was also requested to provide an opinion as to the cause of the fire which, that evening, was relayed to all concerned parties in an email which read as follows:

All,

It is our opinion that the fire was the result of a failure within the port main engine.

To the best that could be determined, it appeared that the the cap securing both the No. 16 and No. 8 connecting rods to the crankshaft failed, which propelled the No. 8 piston and rod through the opposite crankcase inspection port.

Given the absence of the piston, all fuel injected into the No. 8 cylinder flowed into the crankcase which apparently, due to the friction caused by the failure, had reached temperatures capable of igniting the fuel and / or oil in the vicinity.

The No. 16 piston is still within its respective cylinder and badly damaged.

PRELIMINARY DAMAGE INVESTIGATION

The undersigned marine surveyor followed to inspect various vessels within the tow, and the M/V "Leland Speakes", to the extent possible and/or necessary under the circumstances.

FOUND

M/V "LELAND SPEAKES"

The motor vessel "Leland Speakes" was found to be an all steel, welded, twin screw, diesel powered, single deckhouse boat fitted with a hydraulic "jack-up" type, retractable, pilothouse, built by Jeffboat, Inc., in 1967. It was powered by GM 16-645E5 diesel engines which developed a total of 5,000 horsepower through Falk 2748 reverse/reduction gears with ratios of 4.074:1. Approximate hull dimensions were 150' x 44'.

Damages found in way of the M/V "Leland Speakes" which appeared to be the result of the incident, were noted as follows:

- With the exception of portions of the deck locker (*located to the starboard forward extreme*) and steering room (*across the width of the aft extreme*), all interior sheathings, steel constructed bulkheads, wood constructed bulkheads, accessible deck plates, appliances, appurtenances, etc., in way of the main deckhouse interior were damaged beyond repair as a result of the fire.
- In way of the main deckhouse roof, commencing approximately 13'6" aft the forward extreme and extending aft 95', the deck plating was distorted from 0-8" over its width, with all appurtenances, fittings, machinery, and electrical components in way damaged by heat.
- In way of the main deckhouse forward bulkhead retractable pilothouse cavity, the starboard outboard extreme 6' of bulkhead plating was distorted from 0-1" over the upper 2'.
- In way of the main deckhouse starboard side, commencing approximately 20' aft the forward extreme and extending aft 82', the bulkhead plating was distorted from 0-4" over its height with all doors, windows, appurtenances, fittings, electrical components, etc., damaged by heat.
- In way of the main deckhouse port side, commencing approximately 10' aft the forward extreme and extending aft 94', the bulkhead plating was distorted from 0-4" over its height with all doors, windows, appurtenances, fittings, electrical components, etc., damaged by heat.
- In way of the main deckhouse interior electronics room, positioned to the port forward extreme, all electronics, and the access door, appeared to have suffered heat damages as a result of the fire.
- In way of the upper engine room, all deck plating was distorted from 0-4".
- In way of the main deck, commencing approximately 17' aft the starboard No. 2 fuel tank forward bulkhead and extending aft 18', the deck plating (*outboard the main deckhouse*) was randomly distorted from 0-2" over its width.
- In way of the main deck, commencing at the port No. 2 fuel tank forward bulkhead and extending aft approximately 25', the deck plating (*outboard the main deckhouse*) was randomly distorted from 0-2" over its width.
- In way of the main deck, commencing approximately 12' forward the port No. 3 fuel tank aft bulkhead and extending aft 17', the deck plating (*outboard the main deckhouse*) was randomly distorted from 0-2" over its width.
- All machinery, electrical components, appurtenances, accessories, etc., within the lower engine room and shaft alley areas suffered heat damages as a result of the fire. The port main engine, which suffered a catastrophic failure previously described herein, also suffered damages to the engine block.
- The aft bulkhead plate of the lower engine room appeared to be distorted as a result of heat damages.

REPAIRS: M/V "Leland Speakes"

In the opinion of the undersigned marine surveyor, repairs to reinstate the integrity of the vessel would entail a full refurbishment to include, but not necessarily be limited to, all machinery, electronics, and interior sheathings, appurtenances, furniture, etc.

Additionally, distorted plating would require the renewal of approximately 160,000 lbs of steel.

Comments

Based upon the extensive superstructure / hull plating renewals and complete refurbishment necessary to reinstate the integrity of the vessel, it was the opinion of the undersigned marine surveyor that, depending upon when and where affected, costs for repairs would total approximately **\$4,500,000.00** to **\$5,000,000.00**.

RIGGING

Fixed rigging which appeared to have been damaged as a result of the incident was noted as follows:

MTC-723

– The starboard stern barge wire was broken. (*estimated cost to renew \$250.00*)

SURVEYOR COMMENTS

At the time of the submission of this report, the undersigned marine surveyor had not been furnished with any cost information applicable to the incident, and anticipates the opportunity to comment, if necessary.

No damages which appeared to be of a recent vintage, or attributable to the incident as described were found in way of the following barges in tow:

MTC-726	MTC-1428B	HBM-4581B	BUNGE-13504B	MTC-323	PML-1387B	BOI-1202
MTC-710	MTC-1316B	CMT-109B	MTC-665	HBM-3423B	BOI-1222B	BOI-1311
MTC-1446	MTC-736B		SCF-11116B	CC-1500	BOI-712B	BOI-1334

CONCLUSION

Damages cited herein as "attributable" appeared to be applicable to the incident.

REPORT PREPARED, SIGNED, AND SUBMITTED WITHOUT PREJUDICE TO THE RIGHTS
AND/OR INTERESTS OF ANY PARTIES WHO IT MAY CONCERN.

Attending Surveyor:

Mr. Charles Parker

BUDWINE & ASSOCIATES, INC.



Recoverable Signature

X



Signed by:



Charles W Parker III, NAMS-CMS

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Fred O. Budwine / President

CMS / ACMS #



In Review