



Tim Callahan



NAMS-CMS 118-1031

DAMAGE SURVEY REPORT

CAPT. KIRBY DUPUIS

Report Updated 1/19/22

Report Number: 66-11-29-2021-A

Date: 11/29/2021

Location: Harvey, LA

Inland Towing Vessel

Official Number: 1229999 Gross Tons: 436

Length: 116.0' Breadth: 35.0' Depth: 11.50'

Built: 2011 Year: 2011 HP: 3000

THIS IS TO CERTIFY that the undersigned Marine Surveyor conducted survey of aforementioned boat on November 29 & 30, 2021, while she lay afloat, at Florida Marine Shipyard, Harvey, LA, at the request of Mr. Ronnie Rogers, with Florida Marine, in order to document fire damage, it sustained. Documented owner of said boat is Florida Marine.

Attending the Survey:

- Tim Callahan, Marine Surveyor
- Ronnie Rogers, FMT

At 0700 on 11/29/2021 and 11/30/2021, I arrived at Florida Marine Shipyard, located @ 3640 Peters Rd., Harvey, LA, 70058, and met with Ronnie Rogers, with FMT, to survey the said vessel.

It was reported that on November 9, 2021 @ 0630, the *Capt. Kirby Dupuis* was northbound, under load, @ mile 503, on the Ohio River, when the crew noticed smoke coming from the engine room. Upon inspection the port main engine was on fire.

Also reported, the vessel was pushed aground to be secured by assist vessels. Vessel should be docked for future inspection.

After the incident was cleared by the USCG, they issued Florida Marine a permit to proceed to New Orleans, LA.

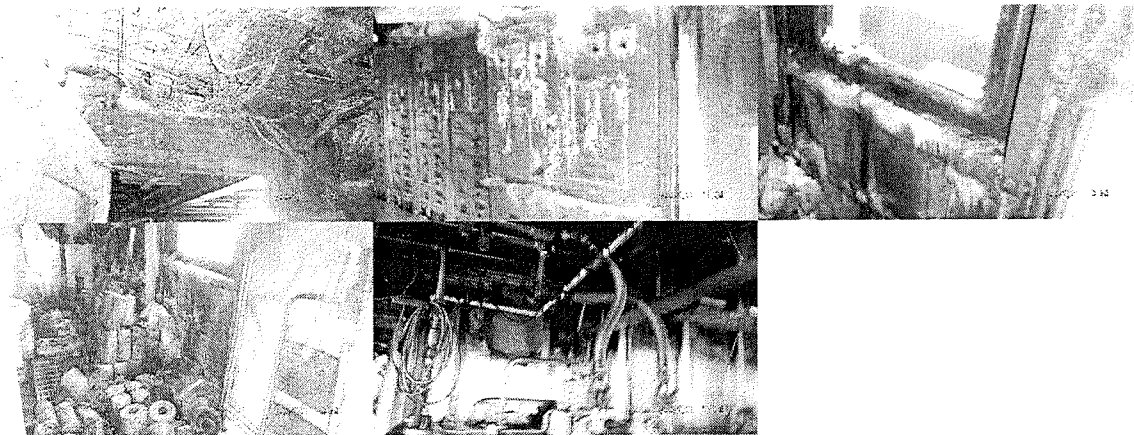


Upon inspection:

Sighted at time of inspection, the vessel was moored at FMT shipyard and was just being opened for the survey.

The upper and lower engine was found to be heavily burned in way of ceilings, wall board, equipment, tools, and supplies. Engine monitors, alarm system, electrical switch gear, and motor starter controllers were burned and melted. Fire damage was also sighted in the steering room compartment and bulkhead. Engine room, steering space, and machinery maybe considered a Total Loss except for the main engines' pending inspections.

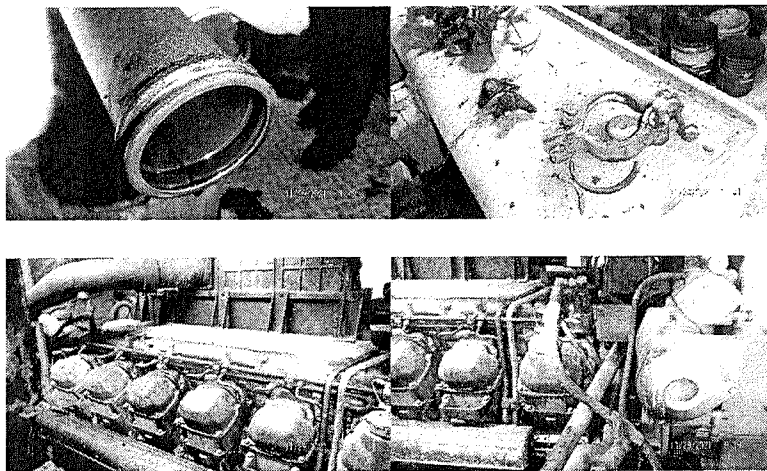
Main deck house cabin floors, walls, ceilings, and ventilation system were found to contain heavy soot on the 1st deck and light soot on the 2nd, 3rd, and wheel house levels. There was a heavy presence of the smell of smoke throughout the vessel.



Port Main Engine

After inspection/survey of the port main engine, it was discovered by LA Cat that the oil cooler piping that supplies the filter housing O-ring failed and sprayed oil on the exhaust manifold causing the fire. The inner retainer and piping support bracket was found missing which allowed the piping to move and caused the O-ring to fail. Brian Young, with NTSB, was also on the vessel on 11/30/2021 reviewing the damages. Port engine was also found to be low on oil.

Port Main Engine/Missing Support Bracket



Example of support Bracket off a different vessel

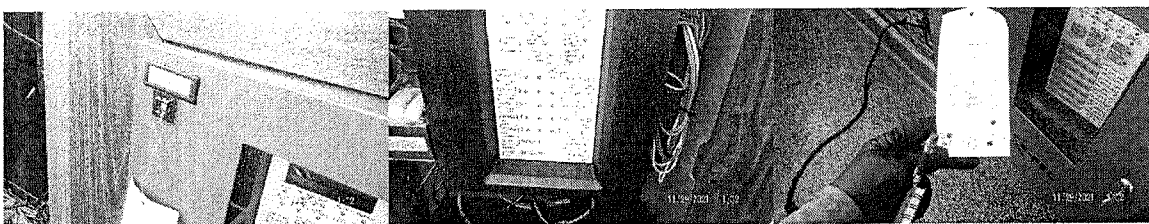


Pilothouse/Pilothouse - Deck Level

No Damage sighted in pilot house at time of survey. See recommendation for repairs.

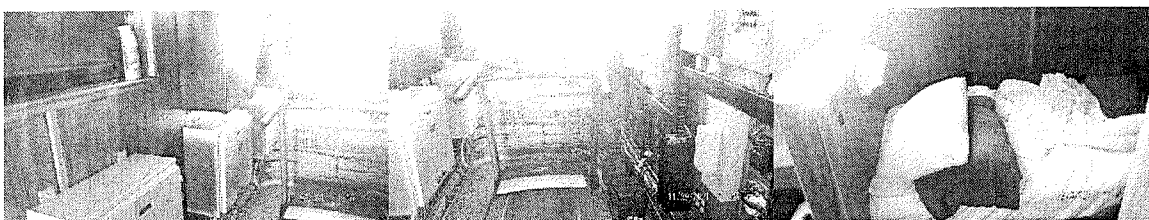


Edwards Fire detection system.



Electronics Room - Third Deck Level

No damage sighted in electronics room at time of survey. See recommendation for repairs.



Second Deck Level

No damage sighted on the second deck level at time of survey, other than light soot. See recommendation for repairs.

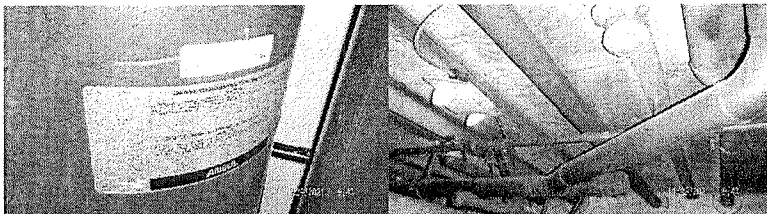


Forward Main Deck/ Living Quarters



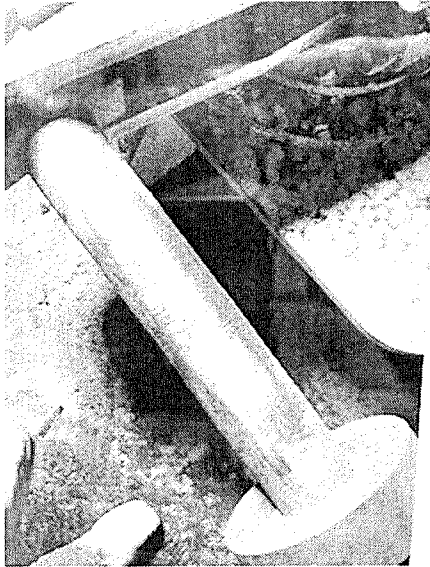
Fwd. Machinery Space

No damage sighted at time of survey, other than heavy soot. See recommendations for repairs later in this report.



Steering Equipment

Steering rams looked to have gotten hot or contaminated.



Recommended Repairs and/or Replacements as original

Cabin Interior/ HVAC

- Vessel's interior spaces to be protected with dehumidifiers to stop any moisture issues.
- Retain a fire cleaning service to professionally clean/disinfect all interior surfaces and A/C duct to remove any odors and dust.
- Remove main deck aft living quarters wall board for inspection. If damage is found, it may require future removals. The exterior surface of this bulkhead did have a lot of heat from the engine room.

Engine Room

- Remove all debris from walkways and surfaces to make safe.
- Remove both port and starboard stacks to allow for machinery removals. Note, stacks may be warped due to heat.
- Completely remove all insulation and FRP from the walls, ceiling, etc. Upper wall port ceiling 30'x 27', stbd 30'x 9' fwd., and ft bulkheads 27'x 9' should be replaced as original.
- Remove/Replace all exhaust insulation.

- Remove/Replace all intake and supply fans.
- Remove/Replace all potable and sanitary water supply lines.
- Remove/Replace all electrical wiring. Note, electrical wiring runs from the aft engine room controller to each service location. This will require the deckhouse to be opened in certain locations. No junction boxes are to be used unless approved by FMT.
- Remove/Replace the electrical motor starter controller panel.
- Remove/Replace the generator electrical switch gear.
- Remove/Replace all batteries and boxes.
- Remove/Replace/Repair sight glasses as needed.
- Remove/Replace transformers.
- Remove/Replace battery charges as required.
- Remove/Replace lockers and spares as required.
- Remove/Replace crew items as required.
- Remove/Replace all engine monitoring, wiring, sensor, and junction boxes as needed.
- Remove/Replace all machinery supply and vent hoses as required.
- Open/Inspect all internal piping surfaces for debris or failure. Fire, sewage, fuel, water, ballast, bilge, etc. Repair/Replace as required using new bolts and gaskets.
- Cleaning and coating of engine room surfaces will be determined by FMT to return vessel back to original.
- Pump bilge and containments in all spaces

Note: additional items will be discovered due to the amount of damage.

All items removed are to be repaired or replaced as original. Sizes and name plate data could not be obtained on initial survey. Drawings will be required to return and verify the vessel is in original condition.

Machinery

- Port and starboard main engines and gears are to be removed for inspection by authorized dealer.
- Cat Generators to be replaced as original.
- Remove/Repair/Replace steering rams.
- Clean all tanks that supply machinery & equipment, such as day tanks and oil reservoir.

Additional findings will be added to the survey report.

Fire Equipment/Safety

- Repair, test, and re-certify the Edwards fire detection system per manufacturer's requirements with new PE approval letter.
- Repair, test, and re-certify the fixed fire system per manufacturer's requirements.
Note: Clean engine room piping as mentioned.
- Repair/Replace fire extinguishers as required.
- Repair/Replace all signal devices, bell whistles, lights, and general alarms as original.

Door and Windows Replace

- Replace all upper engine room windows:
4/ea. - sliding window 36" x 24"
- Inspect all engine room interior and exterior doors:
Verify door operation

Steel Repair/ Replacement as required.

Crop and renew:

- 1 each 205"x 88" x 5/16" 2nd deck plate located between the stacks. Plate is wash boarded.
- 2 each 14"x 20"x 3/8" flange engine room overhead frames. Frames are located inboard of each stack.

Vent Closure devices

- 1 each 89"x 38" manual stack louver.
- Test and repair/replace all other louvers and closure devices.

Additional steel may be found and will be added to the survey report.

Services:

Provide all shipyard services necessary to conduct/effect repairs

- Marine Chemist Cert. and Competent Person checks;
- Gas freeing as required;
- Open and close all compartments to conduct repairs;
- Prep and coat all new and disturbed areas as original;
- In-yard shifting;

- All repairs to be carried out to the satisfaction of the owner, owner rep, and USCG;
- Disposal of unwanted repair material or damaged material;
- Vessel to be returned in a clean manner, free of debris, dirt, etc.

Surveyors Notes:

Steel sizes and work scope may grow or decrease during the repair process once all areas are free of debris. All measurements were conducted in the field. Report will remain open at this time. As mention engine room may be a total loss.

Drydocking

Recommend drydocking and full survey to determine any damages.

Repair Estimate

Repair estimate at this time is 1.2 to 1.5 million. Once more inspections are conducted the estimate will be adjusted and itemized.

- Engine:
- Gears:
- Generators:
- Steering:
- Electrical:
- Cleaning:
- Drydocking:
- Testing:

Vendor List

FMT Shipyard

Callahan Marine

CERTIFICATION

I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE STATEMENTS OF FACT CONTAINED IN THIS REPORT ARE TRUE AND CORRECT. THE REPORTED ANALYSIS AND OPINIONS ARE LIMITED ONLY BY THE REPORTED ASSUMPTIONS AND LIMITING BASIC CONDITIONS AND ARE MY PERSONAL, UNBIASED PROFESSIONAL ANALYSIS AND OPINION. SIZES AND CAPACITIES INDICATED IN THIS REPORT ARE BELIEVED TO BE CORRECT. INFORMATION RECEIVED FROM OWNERS IS INCORPORATED INTO REPORT. ADDITIONAL INFORMATION WILL BE ADDED UPON RECEIPT OF SAME AND MAY REQUIRE A REVISION AND/OR ADJUSTMENT TO THIS REPORT.

I HAVE NO PRESENT OR PROSPECTIVE INTEREST IN THE PROPERTY THAT IS THE SUBJECT OF THIS REPORT. I HAVE NO PERSONAL INTEREST OR BIAS WITH RESPECT TO THE PARTIES INVOLVED. MY COMPENSATION IS NOT CONTINGENT UPON THE REPORTING OF A PREDETERMINED CONDITION OR DIRECTION IN CONDITION THAT FAVORS THE CAUSE OF THE CLIENT, THE ATTAINMENT OF A STIPULATED RESULT OR OCCURRENCE OF A SUBSEQUENT EVENT.

MY ANALYSIS AND OTHER OPINIONS WERE DEVELOPED FROM MY PERSONAL INSPECTION OF THE TOWING VESSEL, THE AUXILIARY EQUIPMENT AND SPARE PARTS, WHICH IS THE SUBJECT OF THIS REPORT. NO ONE PROVIDED SIGNIFICANT PROFESSIONAL ASSISTANCE TO THE PERSON SIGNING THIS REPORT.

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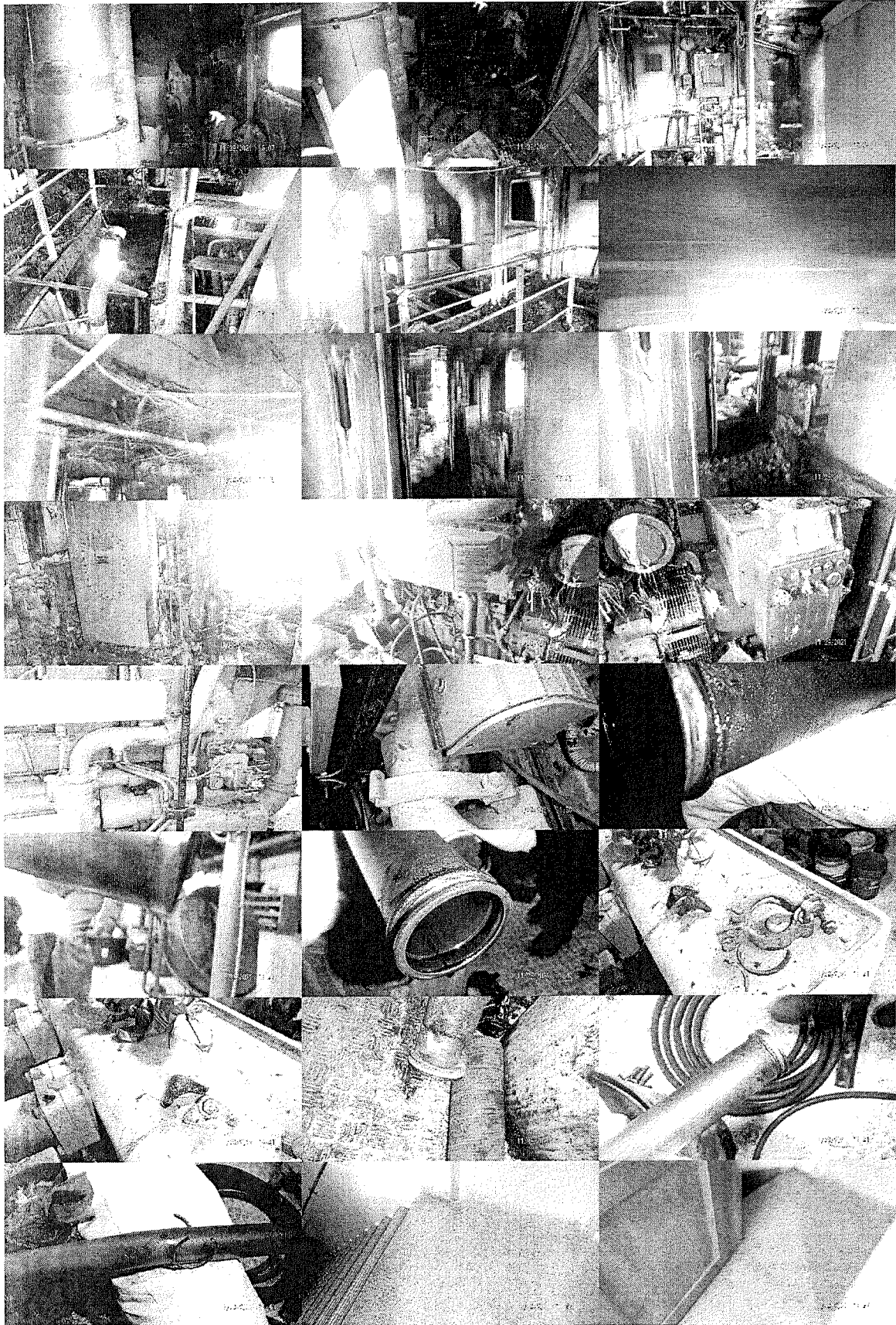
Callahan Marine Consulting LLC



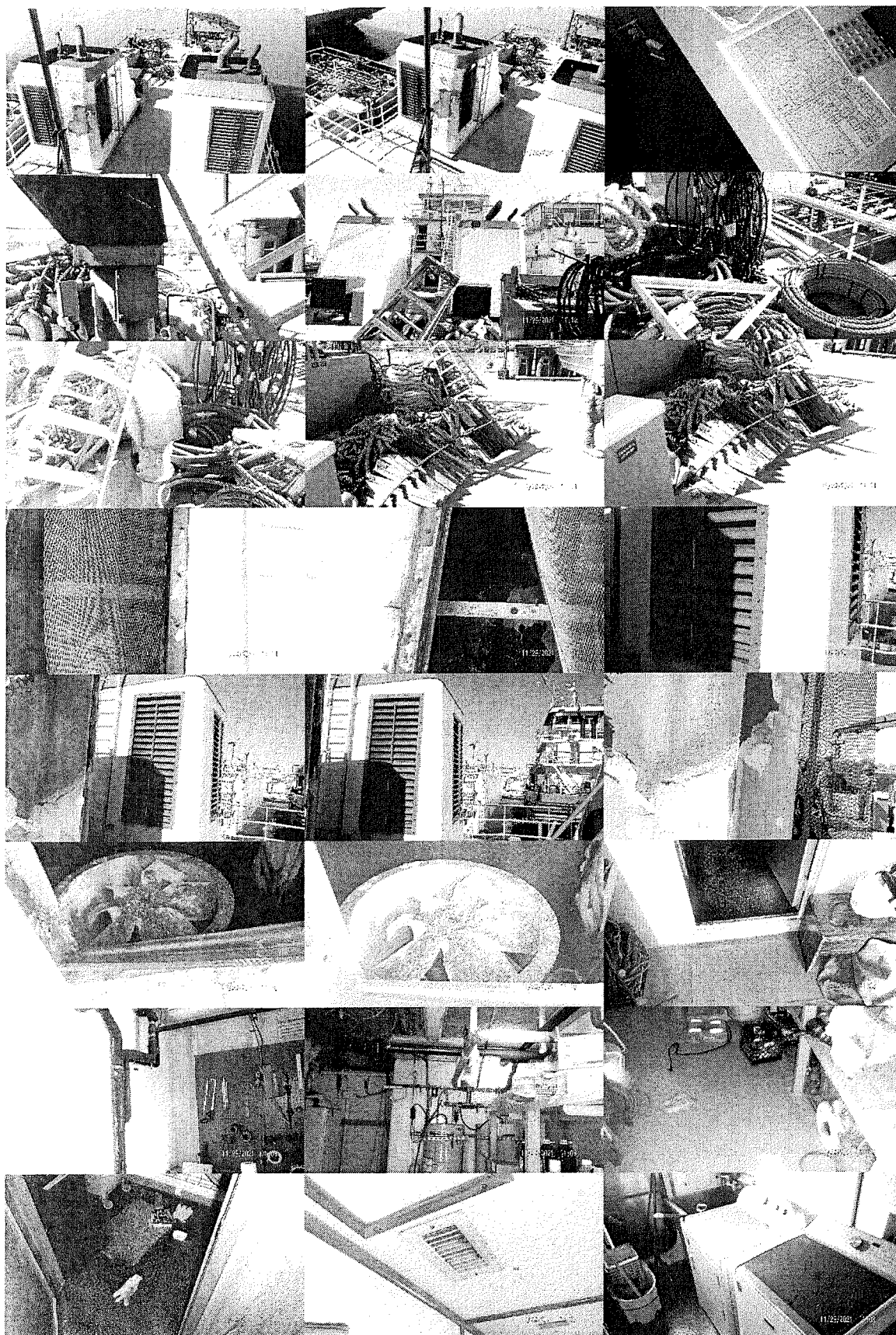
Tim Callahan / President

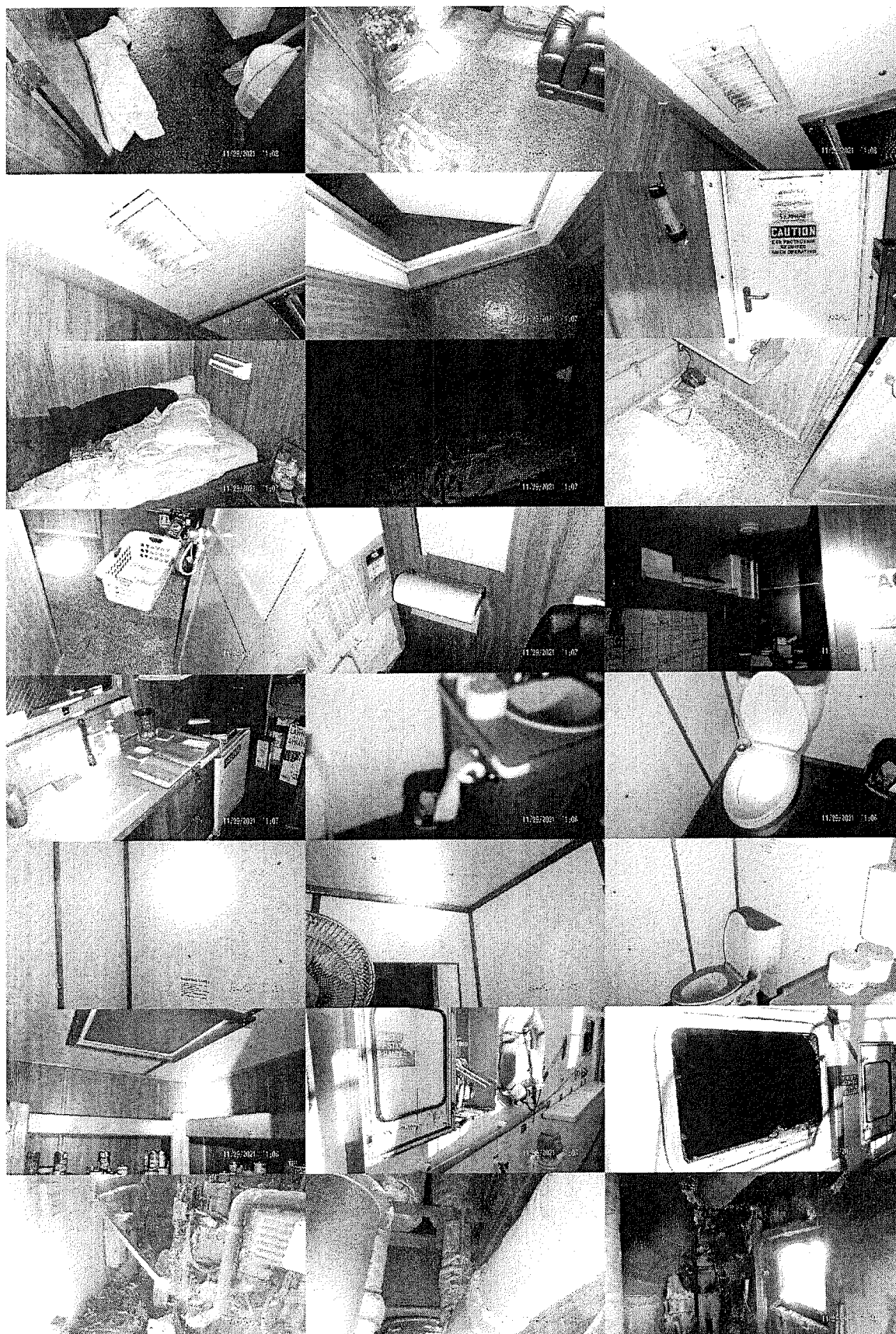


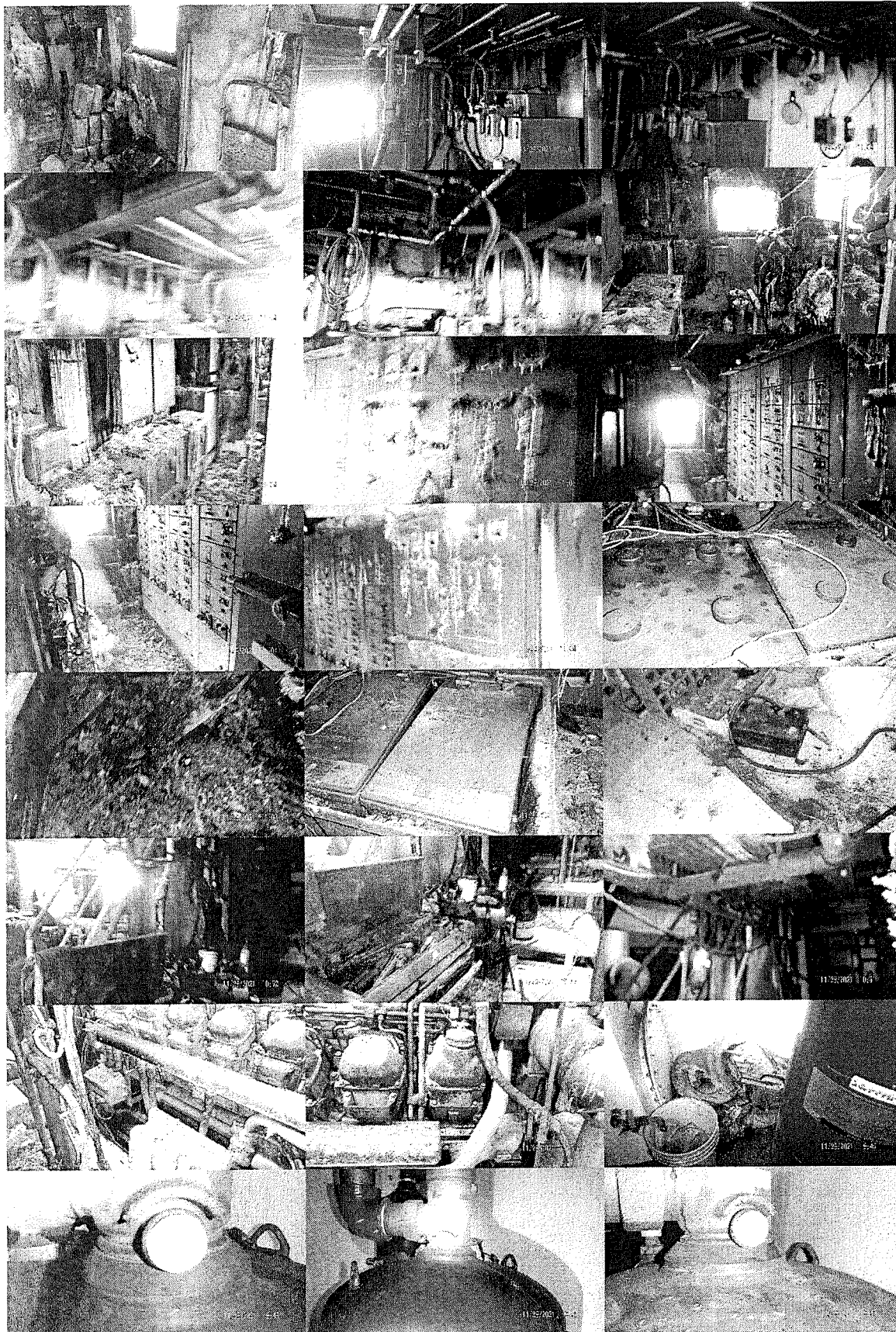
Attachments:
Photos

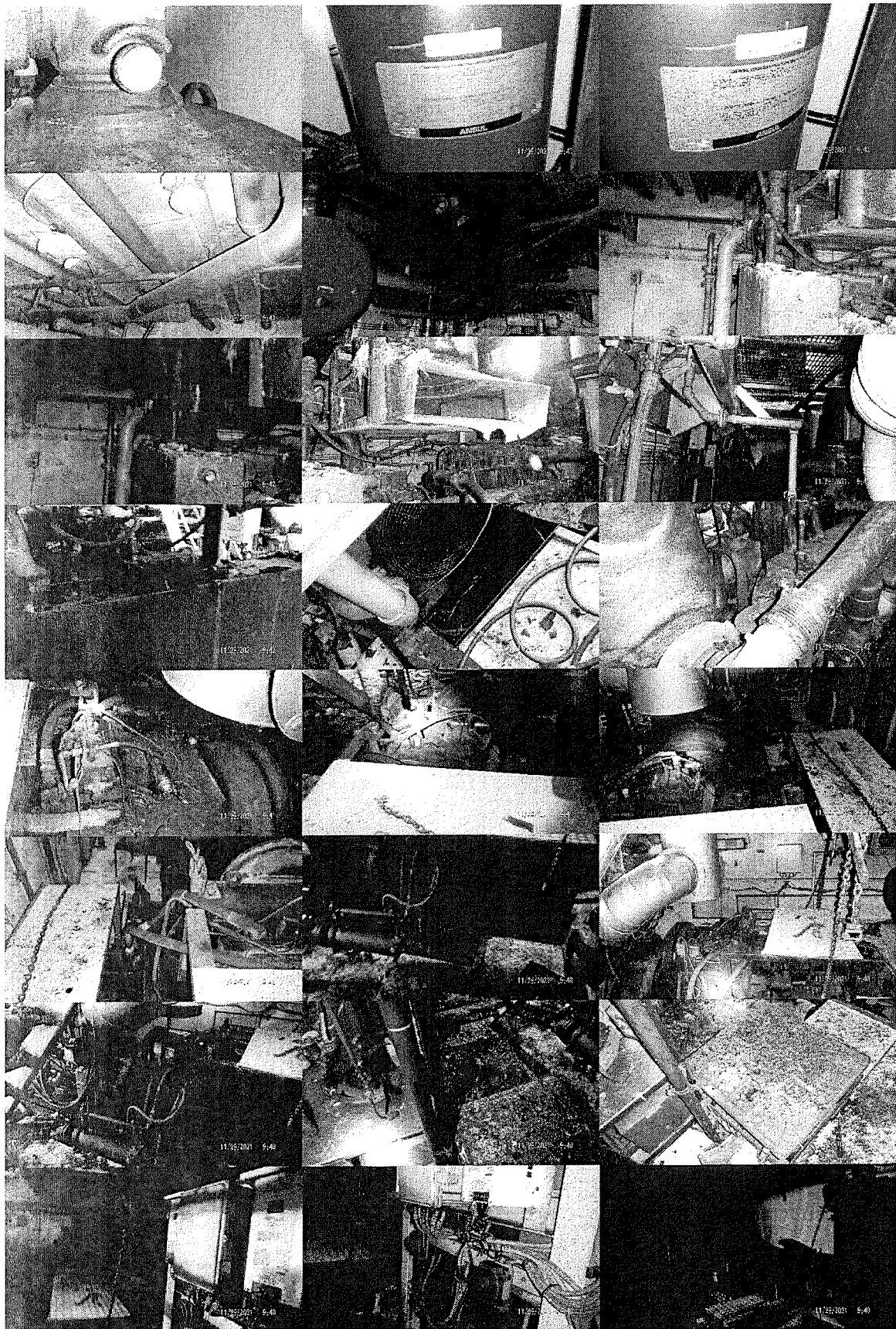


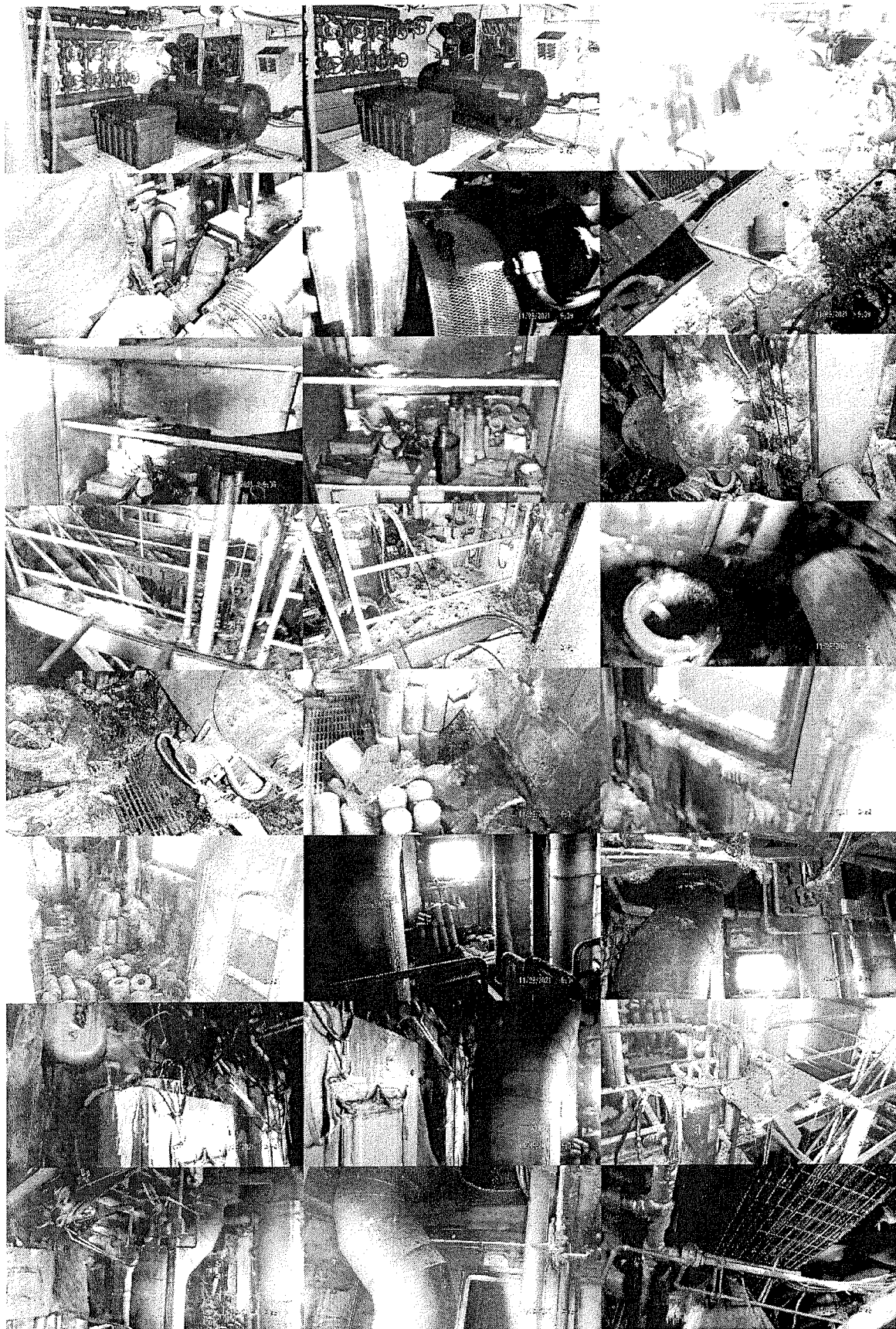


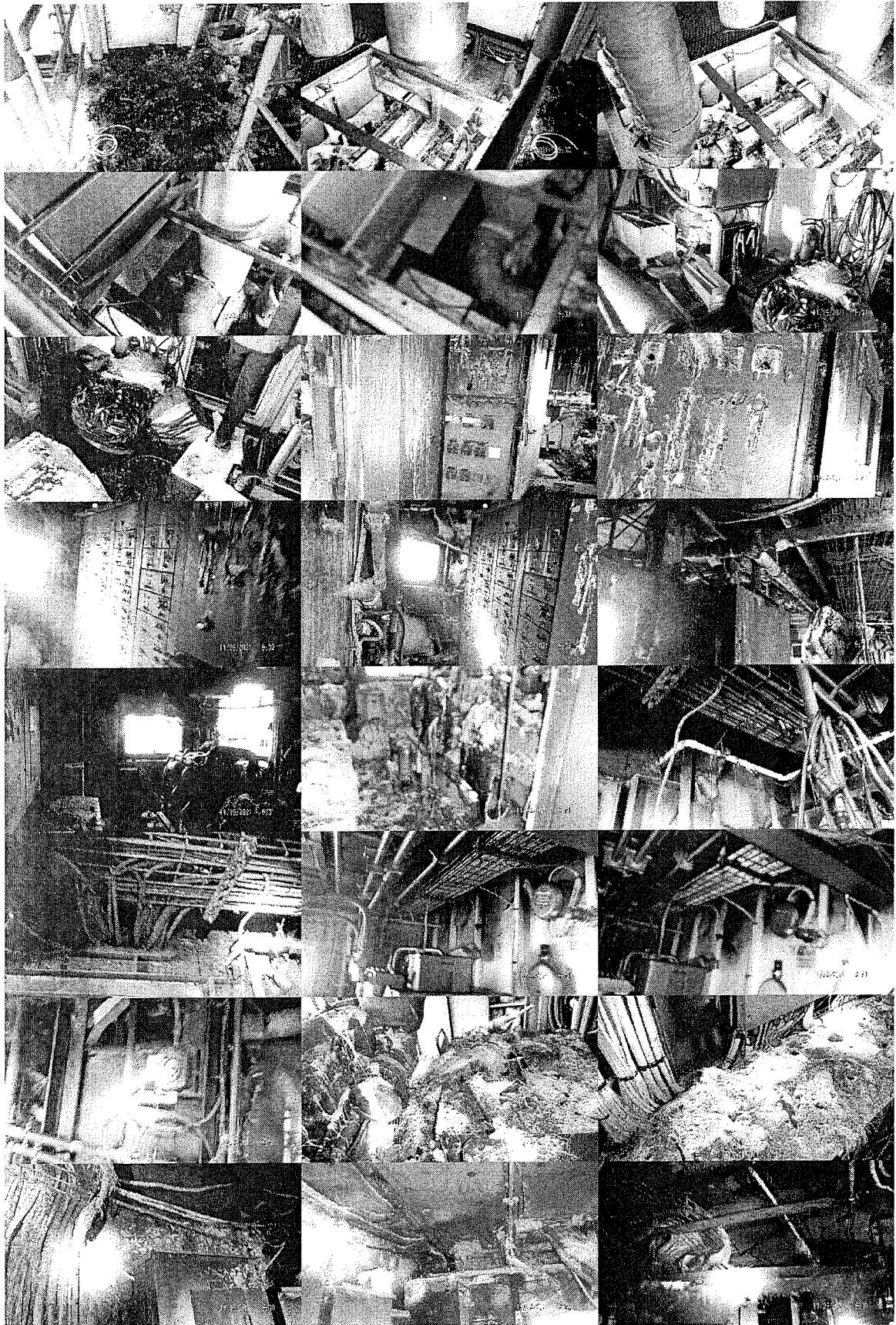


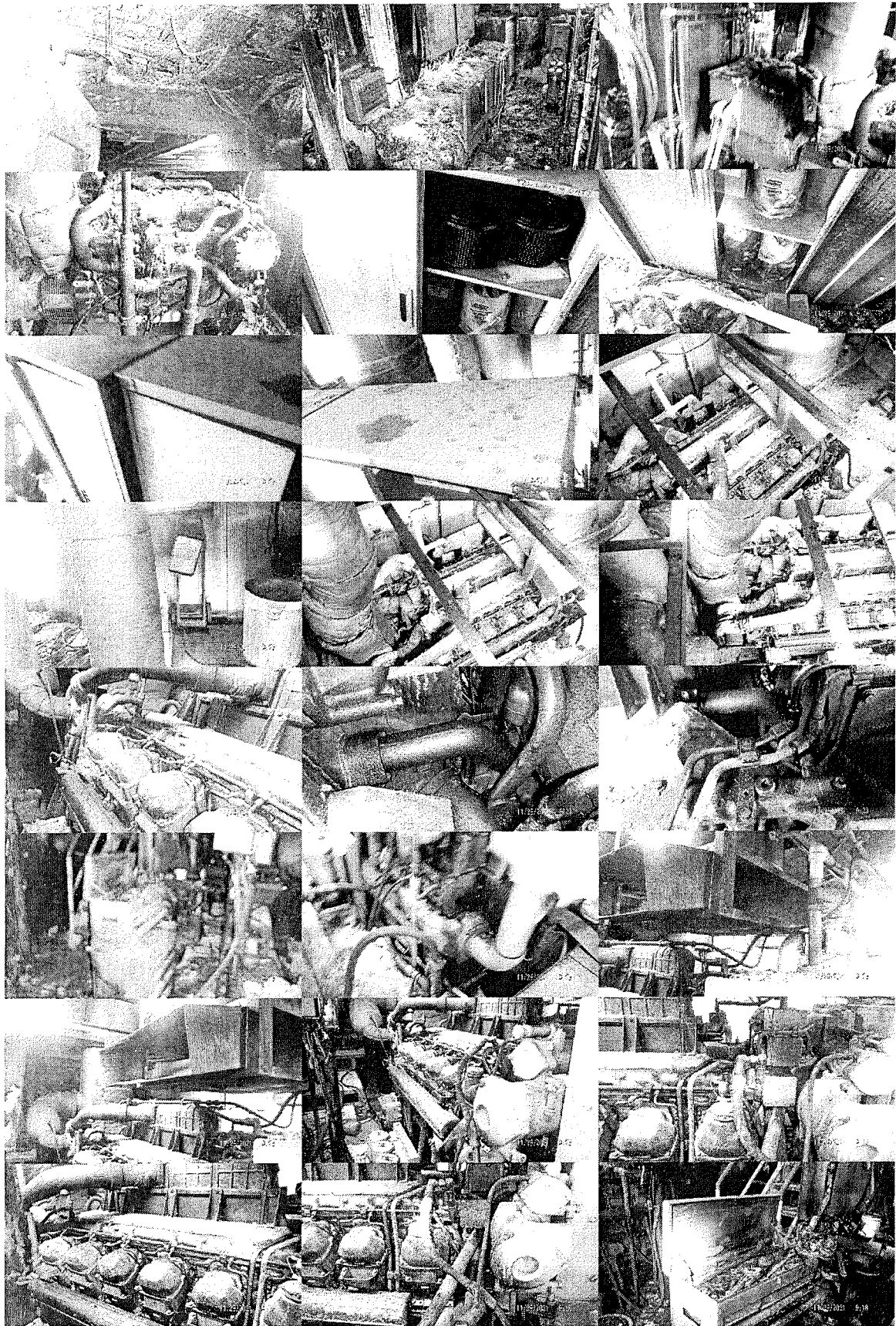


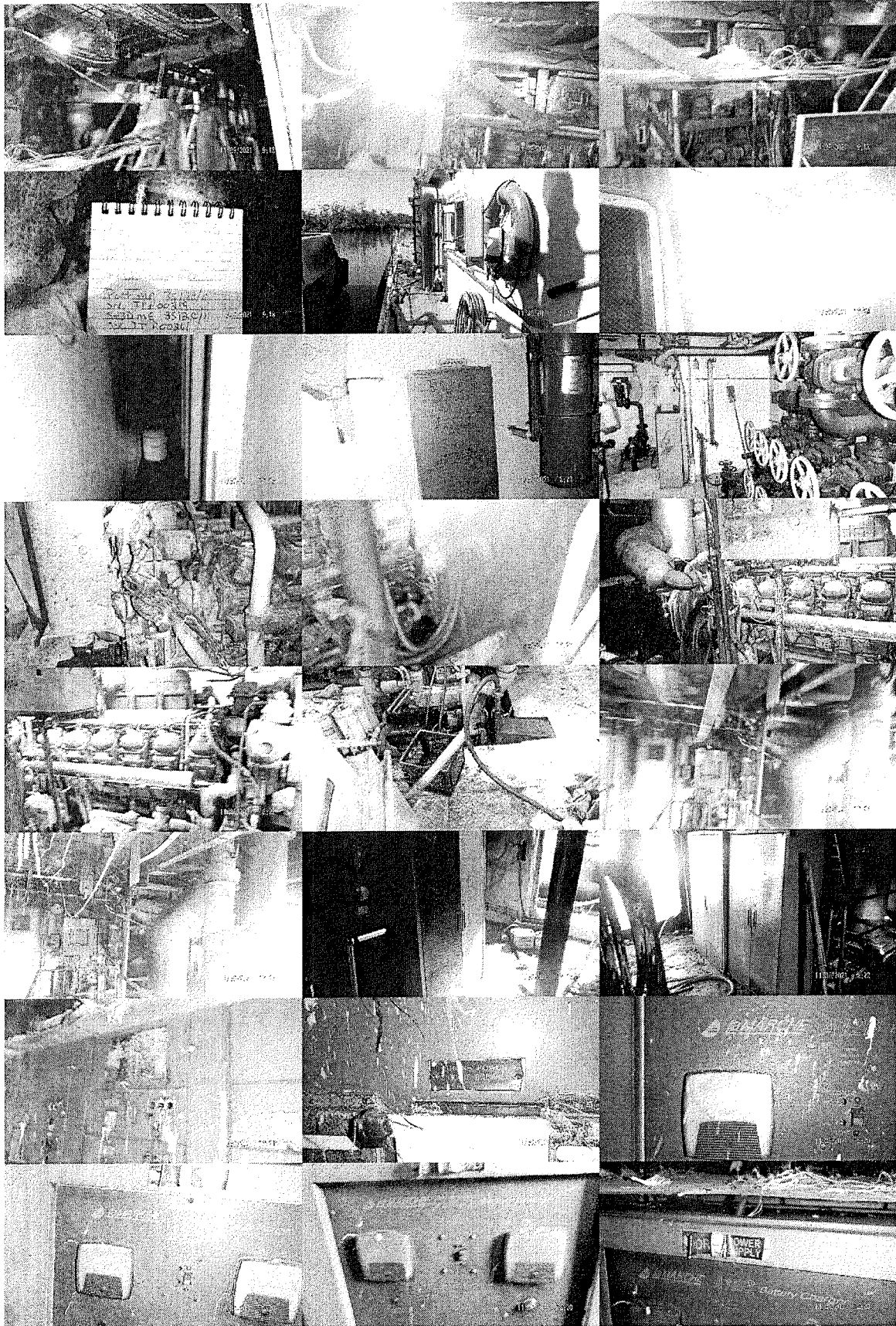


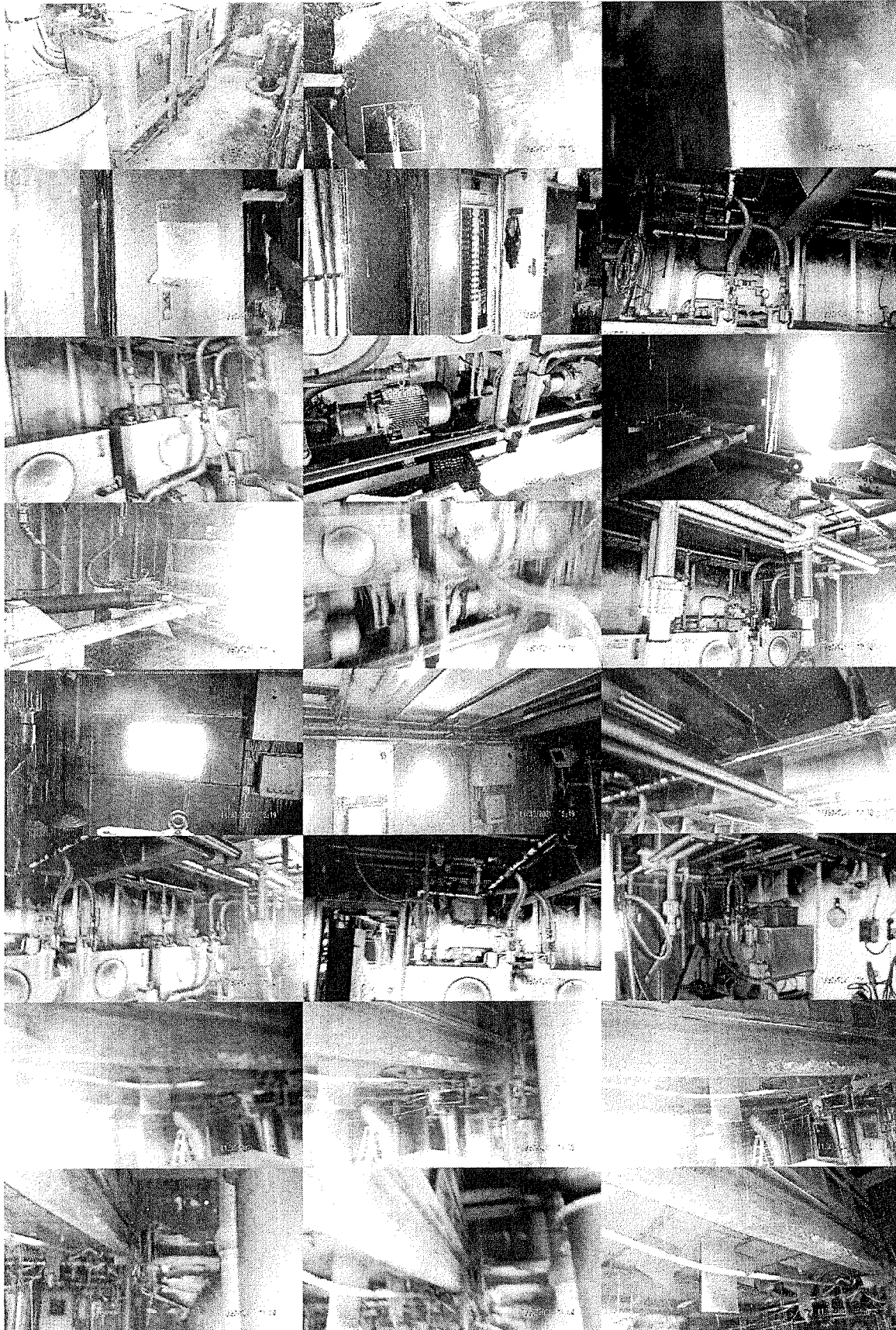


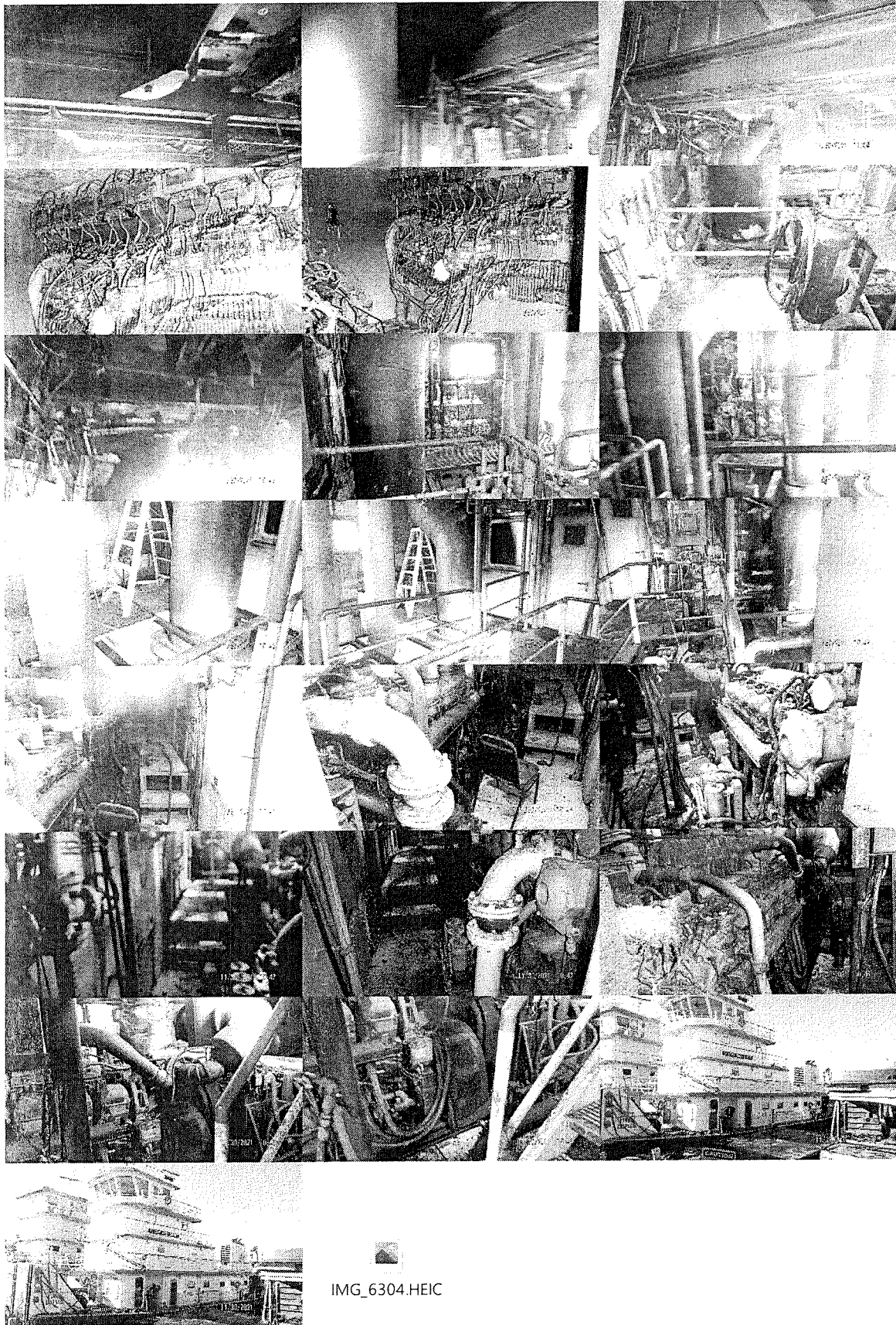












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