

SALMONS



SALMONS DREDGING CORPORATION

Marine Contractors Since 1919

Post Office Box 42
Charleston, SC 29402
Tel: (843) 722-2921

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- Date:** September 7, 2022
- Times:** 0700 to 1800 Hrs.
- Contact:** Vessel Technical Superintendent: Geir Truisen (not on site)
BOW TRIUMPH Master: Eduardo P. Gayanilo
BOW TRIUMPH CHE: Rune Larson
Attending Lloyd's Register Surveyor: Peter Willems
- Vessel:** MT BOW TRIUMPH
- Location:** ODFJELL Cooper River Terminal
Port of Charleston, USA
- Purpose:** Provide Commercial Diving Services to carry out a Post Incident Underwater Hull Survey on the MT BOW TRIUMPH.
- Method:** A Four-man ADCI Accredited dive team. Diving operations were supported with the use of Salmons 34-foot aluminum launch, HP Shallow Air Package with two-way communications. All findings were documented using a hands-free underwater video system. Salmons Dive Team is recognized by ABS as External Specialist on In-Water Surveys. ABS Certificate # 20-4307952-A.
- Dividing Supervisor:** John Lares
Inspecting Diver: Richard W. Salmons III
Standby Diver: Austin Sorenson
Tender : Joey McRoberts
- Conditions :** Ambient Air Temperature : 88°
Water Temperature: 84°
Visibility: 1-meter
Current: Slack to 1.50 knots
Tides: Low 1210 at 0.0'
High 1853 at 6.7'
Weather: Clear with SW winds < 10 mph.
- Findings:** Salmons Dive Team arrived on site at 1100 hrs. for a scheduled 1200 hrs. diving operations. Upon arrival, divers had to reposition the oil boom placed around the entire Berth so that the dive platform could be positioned alongside the Stbd. Bow of the vessel. Divers worked under the direction of Attending Lloyds Register Senior Surveyor Mr. Peter Willems.

Fwd. Draft of Vessel at time of survey was 6.70M. Divers surveyed the Fwd. Half Center of the vessel from the stem of the vessel aft to Frame #73, where the Bilge Keels start. It appears as though the collision damage is isolated to the area of the hull above the waterline on the Stbd. side and the Bulbous Bow. The inspecting diver did not locate any damage to the hull body below the waterline on the forward half center of the vessel. The Fwd. 10 to 15 feet of both Bilge Keels remain fully intact and in good condition with no obvious discrepancies.

The Bulbous Bow area shows signs of normal interaction with the anchor chain which has resulted in minor coating loss. There are a couple of areas on the keel, slightly port of centerline, where the coating system is missing, which has exposed the hull plate. The largest area measures approximately 7.50" wide x 19.50" Tall. The hull plating is in good condition with no obvious deflections. The only indication that these areas may be from the incident is that the exposed plating is clean, with no marine growth.

The most significant finding throughout the survey was located approximately 4.24M above the Keel on the Stbd. side. The inspecting diver reported minor longitudinal scrapes measuring 12-inches in height with exposed hull plate along the Stbd. side beginning at Frame 103 and terminating at Frame 84. Aft of Frame 84, the scrapes along this same horizontal line become more sporadic with areas of exposed hull plate which terminate at Frame 82. The sporadic gouging in the hull plate is minimal and no deflections in the hull plate were located.

Just aft of Frame 81 on the STBD. side, the inspecting diver reported an irregular scraping in the coating system measuring 12-inches wide x 14-inches tall, which then turns vertical for a length of 9.50. Scrapings have resulted in some exposed hull plate, but with no deflections.

The Bow Thruster remains in good condition with no signs of damage. Both gratings remain fully intact and the Thruster Tunnel is clear of any foreign debris.

Due to the fact that no hull damage was located below the waterline on the forward section of the vessel, Lloyds Register Class Surveyor Attending Senior Surveyor was satisfied with the survey findings and informed the dive team that further inspection of the Hull Body aft of Frame 73 and the Running Gear was necessary. Results of the Hull Survey were verbally given to the Master of the vessel and LOTO tags were removed from the ships equipment, allowing discharging operations to resume.

All findings listed above were recorded using CCTV and will be made available on USB thumb drives.

John Lares



Director of Diving Operations
Salmons Dredging Corporation