



North American Marine Consultants, LLC

REPORT OF DAMAGE SURVEY

INLAND DECK BARGE “ST JOHN”

OFFICIAL NUMBER: 575053
GROSS/NET REGISTERED TONNAGE: 1837

OWNED BY: SHAVER TRANSPORTATION COMPANY

At the request of Mr. Shawn Teevin and for the account of Teevin Marine LLC, the undersigned independent marine surveyor did attend the above captioned barge as it lay afloat, unladen of cargo and moored at the old Sundial Shipyard facility, on the Columbia River in Troutdale, Oregon.

The purpose of the attendance was to determine to the extent possible what damages, if any, the vessel may have sustained during an allision with the Port Westward chemical dock as the barge was being pushed upstream by the towboat M/V “Cindy B”, under circumstances unknown to the undersigned. Further purposes were to note the nature and extent of damages, to prepare “Pro Forma” specifications for proper repair, and to prepare a record of the same.

Date of Survey:	November 21, 2023
Persons Attending:	Mr. Shawn Teevin Mr. Andy Finn Teevin Marine LLC
Independent Marine Surveyor:	Capt. Steven J. Bahnsen, NAMS-CMS

GENERAL DESCRIPTION

The subject vessel was found to be an all steel, welded, deck barge built by Todd Shipyards (Hull No. 123) during 1976 in San Pedro, California. Two longitudinal and four transverse, watertight bulkheads divided the vessel into raked bow and stern voids, and nine midbody compartments. Three tiers of half pipe rub rails were fitted along the port and starboard sides for length. The cargo deck was covered by a fiber-reinforced concrete wear deck surrounded by 56” tall, steel bin walls with 3/8” steel flanged plate, vertical stiffeners at approximate 4’ spacing.

Registered hull dimensions were 250.0’ x 76.0’ x 16.2’.



INCIDENT DETAILS

The exact details and circumstances of the incident are unknown to the undersigned. It was reported, however, that on the morning of November 12, 2023 at 0406 hours the M/V "Cindy B" (Official No. 561814), operated by Wilsonville Concrete Products, got underway with the deck barge "St John", from its loading facility on the Columbia River. The barge was loaded with a cargo of aggregate rock at the time.

Reportedly, at approximately 0545 hours, the captain on watch left the deckhand at the helm while he went below to use the head and to make a pot of coffee. While the captain was below, the deckhand at the helm fell asleep and veered off course. The vessels subsequently struck the pedestrian walkway between the Port Westward Chemical plant and the pier at approximately 0559 hours on November 12.

DAMAGES

On the morning of November 21, 2023, the undersigned met with Mr. Shawn Teevin and Mr. Andy Finn of Teevin Marine at the offload facility, located on the Columbia River in Troutdale, Oregon. The purpose of the attendance was to inspect the subject vessel for damages that appeared to be recent in vintage and apparently attributable to the reported incident.

Damages that appeared to be attributable to the incident were as follows:

Port Bow Rake Compartment:

The rake plating was set up from 0-3" over a 2' x 3' area, extending outboard from longitudinal frame No. 1 from port, and forward of transverse frame No. 3.

Repairs: Crop and renew damages as follows:

1- rake plate insert 36" x 1/2" x 48" steel formed plate

Deck Fittings:

The port side, Patterson manual barge winch was found to be set aft, and its handwheel was heavily distorted.

Repairs: Replace Patterson barge winch as original.



The starboard pushknee was distorted from 0-1" for a length of 4', centered 4' below deck.

Repairs: Crop and renew damages as follows:

4 - Pushknee inserts 12" x 1" x 4' steel plates welded into box shape as original

Wave Wall:

The wave wall was distorted from 0-3" over a 24" x 30" area, centered 24" below the wave wall top and extending to starboard of centerline.

Repairs: Crop and renew damages as follows:

1-wave wall insert 24" x 3/8" x 36" steel plate

The port and starboard side light screens, and the center light screen had been knocked off the wave wall and/or were heavily distorted.

Repairs: Replace port and starboard side light screens, and center light screen as original.

Cargo Deck Coaming:

The starboard coaming cap rail was set down from 0-3" over a 2' x 12" area in way of midbody compartment No. 1. The cap rail face plate was distorted from 0-3" over a 2' x 4" area in way of the cap rail damage.

Repairs: Crop and renew damages as follows:

1-deck coaming cap rail insert 12" x 3/8" x 24" steel rolled plate
1-deck coaming cap rail face plate 4" x 3/8" x 24" steel plate

Incidental items and repairs necessary to reinstate the integrity of the vessel were drawn as follows:

- Provide tug service as necessary.
- Provide ship repairer's liability insurance
- Provide competent person to check for gas free condition.
- Fair old steel to new in way of repairs.
- Sand blast all new steelwork.



- Coat all new and disturbed work as original.
- Applicable local, state and federal taxes as required.
- All work to be carried out in accordance with good marine workmanship and to the satisfaction of all parties involved.

The above survey report is submitted by the undersigned independent marine surveyor without prejudice to the rights of all parties concerned.

NORTH AMERICAN MARINE CONSULTANTS, LLC

Capt. Steven J. Bahnsen, NAMS-CMS
Independent Marine Surveyor

/nn



Starboard pushknee damage, looking down from above



Starboard pushknee, damaged below deck



Rake plating set up in port bow rake compartment



Damaged Patterson deck winch



Damage to starboard coaming cap rail