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SURVEY REPORT NO: 20-0475

NATURE OF SURVEY: Damage

NATURE OF CARGO: "KS 4513" – Concrete 6'0" x 6'0" x 6'0" Fish Boxes

NAME OF VESSELS: Deck Barge: "KS 4513"
Crane Barge: "JMSS MOBILE"

OWNER &/OR OPERATOR OF VESSELS: Patriot Construction

DATE OF SURVEY: November 23, 2020

PLACE OF SURVEY: Bayou Barataria Bridge on Fisherman Blvd., Lafitte, LA

This is to certify that the undersigned marine surveyor at the request of Mr. Jhy Leblanc, and for the account of Patriot Construction, did attend and conduct a survey set forth above while the subject vessels lay afloat in order to ascertain the nature and extent of damage alleged to have been sustained while barges were being towed by M/V "TRENT JOSEPH" (lead boat) and pushed by (trailing boat) "GEORGE C" as a trailing barge starboard bow corner while in tow (rake down) striking the Bayou Barataria Bridge southeast corner (northeast corner when bridge is open) while south bound on November 27, 2020, approximately 2125 hours.

Description of Vessel – "KS 4513":

The subject vessel is an all welded steel constructed typical river deck barge having a bow rake compartment, a box stern compartment, and port and starboard mid-body void compartments. Vessel measures 140'0" x 45'0" x 9'0" and was built in 2010 with official no: 1228278. Gross/net tons: 476

Findings:

Upon inspection of "KS 4513" while lead barge in tow (rake up) laden with concrete 6'0" x 6'0" x 6'0" fish boxes, same contained no damage as a result of the alleged accident. Barge hull / side shell displayed no signs of contact with bridge fender system nor bridge.

- "KS 4513" requires no repairs

Description of Vessel – Crane Barge “JMSS MOBILE”:

The subject vessel is a converted tank barge (“STCO 231”) into a crane barge. Subject vessel is an all welded steel constructed barge having a bow rake compartment, a box stern compartment, and mid-body void compartments. Vessel deck is fitted with an E-Crane. Vessel measures 263.80’ x 50.50’ x 10.90’ and was built in 2007 with official no: 1206509 with gross/net simplified tons of 1219.

Findings:

Upon inspection of “JMSS MOBILE” while afloat (trailing barge) rake down, the following were noted:

- Starboard bow corner (while in tow) from deck down approximately 48” contains recent scrapes / gouges from contact with north east bottom of swing bridge with no indentation / fractures noted.
- Barge deck contains recent broken creosote timbers from top of swing bridge (see photos). Barge hull / side shell displayed no signs of contact with bridge fender system.
- “JMSS MOBILE” requires no repairs

Note: Bayou Barataria Bridge “ENTIRE” fender system contained previous damage and was structurally unsuitable for protecting bridge as designed to protect bridge.

The face of fender walls displayed no signs of any new contact from barges coming in contact from this tow. The fender system on west side of channel contained no signs of any recent damage.

Other Interest Parties in Attendance:

Mr. Chris LaBure of United Marine Surveying, Inc. representing M/V “TRENT JOSEPH”

Mr. Austin Glass of Rivers and Gulf representing M/V “GEORGE C”

General:

Survey made without prejudice to liability and/or to the rights of all concerned parties and is subject to adjustment and/or further survey as applicable.

KYLE SMITH MARINE SURVEYING, INC.

[REDACTED]

K.J. Smith, NAMS - CMS
Surveyor

