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PRELIMINARY REPORT

Survey Report No.: MS-2021-11046

December 8, 2021

Marquette Transportation
150 BALLARD CIRCLE
PADUCAH, KY 42001

ATTN.: MR. SANDY MCDANIEL

smcdaniel@marquettettrans.com

Re: PRELIMINARY DAMAGE INVESTIGATION
MV "MARQUETTE WARRIOR" & TOW - GROUNDING
MM 538 LMR / GREENVILLE, MS.

DOI: November 21, 2021

THIS IS TO CERTIFY that the undersigned Marine Surveyor did on November 21, 2021, at the request of Mr. Sandy McDaniel's, and for the account of Marquette Transportation, attend survey of the above captioned vessel and tow, consequent to a grounding near MM 538 LMR, near Greenville, MS.

The purpose of the survey was to determine the extent of damages, the vessel and tow had sustained reportedly as a result of the grounding incident, provide an opinion as to if the vessel was suitable for transit, and to prepare a record of the same.

ATTENDING SURVEY

Mr. B. Mitchell and Mr. Austin Gray and Mr. Kaleb Davis – Marine Surveyor – Budwine & Associates, Inc., representing Marquette Transportation.

Commercial Dive Team – River Services Company, LLC., representing Marquette Transportation.

DETAILS OF CASUALTY

HISTORY OF EVENTS

The exact details and circumstances relative to the incident were unknown to the undersigned. However, it was reported that at 1210 hours on Monday, November 21, 2021, the MV "Marquette Warrior", while down-bound, grounded its tow at MM 738 LMR near Greenville, MS., consequently breaking the tow apart.

MV "MARQUETTE WARRIOR" TOW DIAGRAM
Prior to Grounding

Date & Time of Tow Diagram: 11/20/21 12:18

< HBM-4185	BH-9692B	LTD-520B	AGS-849B	NRP-113 >
< HBM-4189	AGS-284B	AGS-863B	PGM-210B	LTD-205 >
< HBM-4190	PGM-234B	HRM-4668B	GAB-200B	LTD-428 >
< LTD-11129	LTD-4673B	LTD-716B	LTD-7381B	MTC-2207 >
< BYG-516	LTD-16112B	HRM-4693B	HBM-4578B	AGS-743 >
< HRM-4038	PGM-243B	PGM-251B	PGM-272B	PGM-308 >
< LTD-204	LTD-745B	LTD-401 >	< HBM-4195	MTC-0180 >

CIRCUMSTANCES OF SURVEY

Mr. Billy Mitchell departed the Greenville, MS., office and proceeded to the boat landing at MM 537 LMR, near Greenville, MS., to conduct a damage survey of all vessels grounded at MM 538 LMR.

NOTES

Sunday, November 21, 2021

- 1230 hours** - Mr. B. Mitchell was dispatched to respond to the incident, proceeded to the Greenville, MS., office to prepare the survey boat and load equipment.
- 1345 hours** - Mr. B. Mitchell departed the Greenville, MS., office with the survey boat in tow. Mr. Gray departed the New Orleans., office.
- 1430 hours** - Mr. B. Mitchell arrived at the Greenville, MS boat ramp at MM 537 LMR
- 1445 hours** - Mr. B. Mitchell launched the survey boat and proceeded to the grounded tow at MM 538 LMR.
- 1500 hours** - Mr. B. Mitchell arrived on site of **CHB "LTD-204" "HBM-4038" and "BIG-516"** on the left descending bank on the hill at MM 538 LMR and surveyed for damages.
- 1600 hours** - Mr. B. Mitchell Shifted down river to the right descending bank where he found the "MTC-2207" grounded.
- Note:** Mr. Mitchell then dropped down river where he found nine (9) barges that are still wired together and grounded on the right descending bank at MM 536 LMR.
- Nine barges wired together - MM 535 LMR RDB:**
- | | | |
|-----------|-------------|---------------|
| "AGS-743" | "PMG-272B" | "LTD-16112 B" |
| "HBM4578" | "PMG-251 B" | "HBM-4693 B" |
| "PMG-308" | "PMG-243 B" | "LTD-7381" |
- 1700 hours** - Mr. Gray arrived onsite to assist with damage surveys.
- 1730 hours** - Mr. B. Mitchell boarded the MV "Marquette Warrior" and commenced to shift up to MM 538 LMR to remove the "BIG-516" and the "HBM-4038" from the hill.
- 1810 hours** - MV "Marquette Warrior" has removed the "BIG-516" from the hill with no water ingress found.
- 1848 hours** - The MV "Marquette Warrior" removed the "HBM-4038" from the hill and shifting the two downstream to fleeting area.
- 1935 hours** - Mr. B. Mitchell is conducting drug screening on the captin.
- 2000 hours** - Mr. Mitchell completed drug screening.

2010 hours – Mr. Mitchell and Mr. Gray commenced to inspect the block of twelve (12) that stayed wired together.

Twelve (12) barges wired together/grounded - MM 534 LMR

**"HBM-4190" "BH-9692" "AGS-284 B" "HBM-4185"
"LTD-520" "AGS-863 B" "HBM-4668-B" "LTD-716 B"
"LTD-4673 B" "PGM-234 B" "LTD-11129" "HBM-4188"**

Sunday, November 21, 2021: Continued

- 2100 hours** - The MV "Marquette Warrior" is attempting to remove the lower block of twelve (12) barges from the bar.
- 2200 hours** - The MV "Marquette Warrior" was unable to remove the block of twelve from the bar and will now attempt to remove three barges at a time.

Monday, November 22, 2021

- 0630 hours** - The M/V "Marquette Warrior" has nine (9) more barges to remove off ground.
- 0700 hours** – Mr. Davis and Mr. Gray arrived to help Mr. Mitchell conduct damage surveys
- 0930 hours** – Six barges remained on ground.
- 1015 hours** – PGM-308 block of four removed off ground.
- 1232 hours** – The M/V "Marquette Warrior" removed the last barge "MTC-2207" off ground.
- 1500 hours – Mr. Mitchell picked the USCG up from the boat ramp.
- 1600 hours – Mr. Mitchell, Mr. Davis, and Mr. Gray secured in the Greenville Office.

Tuesday, November 23, 2021

- 0730 hours – Mr. Mitchell departed the Greenville Office for Wepfer Marine.
- 0800 hours – Mr. Mitchell arrived with the Big River Salvage crew, standing by for transportation to the salvage rigs.
- 0900 hours – M/V "Miss Pam" began shifting the salvage rigs upriver to the fleet.

Tuesday, November 23, 2021 (continued)

- 1000 hours – The salvage team began setting spuds and inspected all equipment for salvage operations.
- 1244 hours – The salvage crew moved down river to the wreck to cut rigging holes and run chains for lifting operations.
- 1300 hours – The crane barge arrived onsite and the salvors began cutting rigging holes on the bow end of the "LTD-204".
- 1340 hours – Salvors began running rigging chains.
- 1400 hours – Salvors completed running rugging chains and stood by for boat traffic.
- 1430 hours – The Salvors began shifting up river to grab the DB "MM".
- 1530 hours – The salvors placed the rigging on the hooks of the DB "MM" and repositioned the "L-1040" below the DB "MM" to hold it to the bank.
- 1600 hours – The salvors shifted the 3900-crane barge down to the wreck site to remove covers off the "LTD-204".
- 1630 hours – The salvors began removing the covers off of the "LTD-204".
- 1700 hours – The salvors recovered two of the covers, the remaining covers were to damaged to recover. The salvors began shifting the 3900-crane barge upriver to secure for the evening.
- 1730 hours – The salvors secured all equipment for the evening and Mr. Mitchell and the salvors departed the work site for the boat landing.
- 1800 hours – Mr. Mitchell secured in the Greenville Office.

Wednesday, November 24, 2021

- 0630 hours – Mr. Mitchell and the salvors arrived at the boat landing.
- 0700 hours – Mr. Mitchell and the salvors arrived on site.
- 0730 hours – The salvors began removing the two covers from the 3900-crane barge. The salvors removed the front spud for digging operations.
- 0800 hours – Wepfer Marine dropped the receiver barge "LTD-731B". The salvors began shifting the 3900-crane barge down river to the wreck location.

"LTD-731B" / Box Bow / Square Stern / 14' Hull / 5 W/T / FGL

Port Bow – 12' 6 ¼"
Port Mid-Ship – 12' 6 ½"
Port Stern – 12' 6"

Starboard Bow – 12' 6 ¼"
Starboard Mid-Ship – 12' 4"
Starboard Stern – 12' 5 ¾"

Wednesday, November 24, 2021 (continued)

**Bow – 1”
#1 – 0”
#2 – 0”
#3 – 1”
#4 – 0”
#5 – 0”
Stern – 1”**

0830 hours – The salvors began shifting covers on the “LTD-731B”

0900 hours – The salvors began shifting the “LTD–731B” abreast the crane barge for transferring operations.

0930 hours – The salvors began transferring operations from the “LTD-204” to the “LTD-731B”.

1200 hours – The salvors continued transferring operations.

1500 hours - The salvors continued transferring operations.

1600 hours – The salvors shut down to work on the 3900 crane.

1630 hours – The salvors shifted up river to the fleeting area for the evening.

1700 hours – The salvors and Mr. Mitchell departed the work site.

1830 hours – Mr. Mitchell secured in the Greenville Office.

Thursday, November 26, 2021

0630 hours – Mr. Mitchell and the salvors arrived at the boat landing.

0700 hours – Mr. Mitchell and the salvors arrived on site. The salvors swapped out the 3900-crane barge with the 4000-crane barge to continue transfer operations.

0830 hours – The salvors began setting the upper spud back into the spud well.

0930 hours – The M/V “Miss Pam” shifted the L-1040 barge to the wreck and the M/V “Cecile Hintson” shifted the 3900-crane barge over to spud down and hold the DB “MM” in place.

1000 hours – The M/V “Miss Pam” shifted up river to get the receiver barge “LTD-204” and shift it into position for transferring operations.

1045 hours – “LTD-204” was in position and began transferring operations.

1200 hours – The salvors continued transferring operations.

1435 hours – The salvors stopped transferring operations and began dewatering the No.1 W/T.

Thursday, November 26, 2021"contined"

1515 hours – Salvors are shifting the receiver barge "LTD-731B" back up river to sleeting area.

1600 hours – Salvors are shifting the "4000" crane out of the way to lift on the wreck to try and straighten wreck with the river.

1615 hours – wreck has been removed off the hill and salvors are securing equipment for the evening.

1630 hours – Shifting both vessels up river to fleeting area.

1700 hours – Departed site for the Greenville, MS office.

1730 hours – Mr. Mitchell secured at the Greenville, MS office for the evening.

Friday, November 27, 2021

0630 hours – Mr. Mitchell and the salvors arrived at the boat landing.

0700 hours – Mr. Mitchell and the salvors arrived on site and began inspecting the DB "Big Gun"

0843 hours – The salvors have set anchors and began building the rigging for the upriver end of the "LTD-204".

0930 hours – The salvors began shifting the L-1040 into position to run rigging.

1000 hours – The salvors began running the rigging on the up river end of the wreck barge.

1045 hours – The salvors have rigging set on the upriver end and began setting anchors on the DB "Big Gun".

1155 hours – The "Big Gun" was rigged to the upriver end of the wreck barge.

1235 hours – The salvors began lifting operations.

1415 hours – The salvors began pumping the No.1, No.2, and No.3 wing tanks.

1435 hours – The salvors set one 6" pump in the hopper and began dewatering operations.

1700 hours – The salvors shut down operations for the evening, salvors continued dewatering operations through the night.

1730 hours – Mr. Mitchell secured in the Greenville Office.

Saturday, November 28, 2021

0630 hours – Mr. Mitchell and the salvors arrived at the boat landing.

0700 hours – Mr. Mitchell and the salvors arrived on site and continued dewatering operations.

0900 hours – The salvors completed dewatering the hopper and began making repairs to the fractures in the hopper.

0934 hours – The salvors let down on the DB "MM" and de-rigged.

Note: The salvors welded the two fractures in the starboard No.2 wing tank.

1000 hours – The salvors welded up the fractures in the hopper of the "LTD-204".

1300 hours – The salvors completely derigged from the wreck barge and began recovering anchors.

1400 hours – The salvors began setting covers on the "LTD-731B".

1455 hours – The salvors completed setting covers on the "LTD-731B".

Saturday, November 28, 2021 (continued)

1500 hours – The salvors began building tow.

1555 hours – Mr. Mitchell conducted the final draft survey.

Port Bow – 11' 4 ¼"
Port Mid-Ship – 9' 10 ½"
Port Stern – 7' 3 ¼"

Starboard Bow – 11' 11 ½"
Starboard Mid-Ship – 9' 10 ½"
Starboard Stern – 7' 10 ½"

1600 hours – Wepfer Marine picked up the "LTD-204" and "LTD-731B" to place in their fleet.

1700 hours – The salvors and Mr. Mitchell departed the work site.

1730 hours – Mr. Mitchell secured in the Greenville Office.

PRELIMINARY DAMAGE INVESTIGATION
COVERED HOPPER BARGE
"PMG-272B"

DESCRIPTION OF DAMAGE
UPON EXAMINATION
FOUND

Damages noted in way of CHB "PMG-272B", which appeared to be of recent vintage and, in the opinion of the undersigned marine surveyor, were **attributable** to the incident as described were noted as follows:

1. In way of the Starboard No. 1 wing tanks, 6' forward of the aft bulkhead and extending 4' side shell set in 0"-3" OAO 4'x 4' deck and gunwale set up 0"-3" over area of 4'x 1'.
2. In way of the Starboard No. 1 wing tanks, 6' forward of the aft bulkhead and extending 4' side shell set in 0"-3" OAO 4'x 4' deck and gunwale set up 0"-3" over area of 4'x 1'.

RECOMMENDATION:

PRELIMINARY DAMAGE INVESTIGATION
COVERED HOPPER BARGE
"HBM-4038"

DESCRIPTION OF DAMAGE
UPON EXAMINATION
FOUND

Damages noted in way of **CHB "HBM-4038"**, which appeared to be of recent vintage and, in the opinion of the undersigned marine surveyor, were **attributable** to the incident as described were noted as follows:

1. In way of the bow rake starting at the aft bulkhead and extending forward 16' the rake bottom plate is set in 0-6" for width.

RECOMMENDATION:



PRELIMINARY DAMAGE INVESTIGATION
COVERED HOPPER BARGE
"BIG-516"

DESCRIPTION OF DAMAGE
UPON EXAMINATION
FOUND

Damages noted in way of CHB "BIG-516", which appeared to be of recent vintage and, in the opinion of the undersigned marine surveyor, were **attributable** to the incident as described were noted as follows:

1. In way of the bow rake starting at the aft bulkhead and extending forward 16' the rake bottom plate is set in 0-6" for width.

RECOMMENDATION:



PRELIMINARY DAMAGE INVESTIGATION
COVERED HOPPER BARGE
"LTD-204"

DESCRIPTION OF DAMAGE
UPON EXAMINATION
FOUND

Damages noted in way of CHB "LTD-204", which appeared to be of recent vintage and, in the opinion of the undersigned marine surveyor, were **attributable** to the incident as described were noted as follows:

1. In way of the bow rake starting at the aft bulkhead and extending forward 16' the rake bottom plate is set in 0-6" for width.



"LTD-204"



"LTD-731B"



SURVEYOR'S 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. When / if such costs should be submitted, the undersigned anticipates the opportunity to comment, if necessary.

CONCLUSION

All damages noted were found to be of recent vintage and, in the opinion of the undersigned marine surveyor, **attributable** to the incident as described, except where noted to be maintenance repairs.

Additional photos were taken and are available upon request.

REPORT SUBMITTED WITHOUT PREJUDICE.

Attending Surveyor:

Mr. Billy Mitchell

Mr. Kaleb Davis

Mr. Austin Grey

BUDWINE & ASSOCIATES, INC.

Fred O. Budwine / President

CMS/ACMS # 205