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4 October 2022

FILE NUMBER: M-13454CS

EASTERN METAL RECYCLING
201 N. Front Street
Camden, NJ 08102

ATTENTION: MR. EDWARD SCIABA

RE: CONDITION SURVEY, DECK BARGE WITH RAILS “Y NOT 6”

LETTER REPORT

Dear Mr. Sciaba:

This is to certify that on 4 October 2022 the undersigned Marine Surveyor, at the request of Mr. Edward Sciaba, Eastern Metal Recycling, without prejudice and for interested parties, did carry out a general condition survey of the deck barge with rails “Y NOT 6” as the vessel lay afloat at 1400 S. Front Street, Camden, New Jersey, in order to opine the suitability of the vessel to be towed under own bottom via close coastwise and bay transit from Camden, New Jersey to GMD Shipyard, Brooklyn, New York.

VESSEL PARTICULARS

1. Name: “Y NOT 6”, ex. “MARMAC 300”
2. Owners: Coeymans Marine Towing, LLC.
3. Dimensions: 300.0'L x 100.0'B x 19.09'D.
4. Official No.: 1063184 – reported 4422 GRT / 1326 NRT. Built 1998 by Gulf Coast Fabrication, Lakeshore, MS. Hull #291. ABS ⚡A1 Barge, Unrestricted Service. ABS Class # 9837409.
5. Configuration: Rectangular, having a flat deck (with slight raised ends), straight sides, raked forward and aft ends, two towing skegs aft, and flat bottom.

6. Compartmentation: Thirty Two compartments formed by (7) transverse and (3) longitudinal steel bulkheads.

7. Fixed equipment includes:

2 – towing light frames on pipe stanchions with small electric box inboard side, forward.

A. Port light frame moderately rolled and out of shape.

1 – day shape, A-frame, one mechanical hand winch, foredeck.

3 – closed chocks and heavy duty tow pads, foredeck. Port and stb with chain link bridle to heavy duty shackle. Towing gear is hanging over forward end in water, limited view. Haul back cable secured to winch and rigged thru A-frame.

1 – heavy emergency pickup tow wire, secured centerline forward end, led and secured along port deck edge via inverted welded angle clips. Trail line and float ball bundled on aft deck.

2 – double barrel bitts in side recess, one each side, forward.

12 – cleats, (6) each side in recess at upper end of side plate / deck area.

3 – longitudinal hull guards each side, with vertical hull guards set between.

32 – circular flush manholes (within the cargo rails), with centerpin to underdeck strongback securement with rubber O-ring gaskets in place. All good to new appearance.

1 – towing frame on pipe stanchion, (1) closed chock, (2) double barrel bitts in recess (1) each side, aft end.

5 – tie up lines in use, port side.

FINDINGS

NOTE: This vessel was reportedly carrying a load of scrap steel in the Delaware Bay when at some point on 23 May 2022 the aft half of the load of scrap steel caught fire. The load of scrap steel reportedly burned over the aft half of the deck, from the aft transverse bulkhead of Midbody Compartment No. 3's to the aft transverse cargo rail area.

1. Hull exterior paint coatings are good overall. The port, aft and starboard cargo rails coatings are extensively burned on the inboard sides, with areas of the cargo rail along the port and starboard sides warped and buckled aft of midlength.

2. Deck paint coatings are good over the forward half, heavily burned away over the aft half run. Manhole access covers for Midbody Compartments 3-4-5-6 Port – Center Port – Center Starboard – and Starboard are missing. There are extensive puncture holes in the aft half of the deck plating from jack hammering the melted and then hardened scrap steel materials to gain access to the deck.

The deck and underdeck internals are heavily broadly set down in way of Compartment No. 4 Port Center, and extremely set down in way of Compartment No. 4 Center Starboard, over full run of both compartments.

3. Internally, the compartments are paint coated, good overall in way the Forward Rake Compartments thru Midbody No. 3's, and now compartments 4-5-6 full width, coatings

heavily burned and failed underdeck and upper 2' to 3' of the hull sides and internal bulkheads, including underdeck internals.

The port and starboard hull sides, in way of the transverse bulkheads between compartments 3-4 are warped / buckled over the upper 4' to 6' height, with internals distorted in way. The deck and hull appear with a very noticeable broad bow thru midlength, most noticeably over the starboard side of the vessel.

4. Compartments 3-4-5-6, (4) wide are being pumped at the time of this survey with remains of rain and fire-fighting water accumulations currently ranging from 3" to 8" in depth. Midbody compartments No. 4 Port Center and Starboard Center contain approximately 6' of water.

5. Conditions at this time, after ALL water is pumped from ALL compartments would appear satisfactory to tow the vessel, in minimal coastal seas to GMD Shipyard, Brooklyn, New York for dry docking and repairs of the vessel.

6. Prior to the tow, at minimum, it is recommended that the deck be stiffened with at least 12" H-beam of at minimum 1" thick stock, (2) each side, set and continuously welded longitudinally to the deck, from midlength of Compartments No. 3 Port and Starboard (inboard of the cargo rails), to midlength of Compartments No. 5 Port and Starboard, to encompass the heavily damaged deck plating and underdeck internals in way of compartments No. 4 Port Center and Starboard Center.

CONCLUSION

In the undersigned's opinion, the subject vessel appears to be in satisfactory condition to be towed under own bottom from Camden, New Jersey to GMD Shipyard, Brooklyn, New York via close coastwise and bay transit, with completion of preparations for tow as listed below and with due consideration of forecasted weather, minimal winds and sea restrictions of well under 3' height.

This report does not imply or constitute a Trip-in-Tow approval.

Preparations for the tow should include:

1. All water levels to be pumped from compartments 3-4-5-6 Port, Port Center, Starboard Center, and Starboard.
2. Barge to be equipped with suitable approved port / starboard / stern navigation lights.
3. Install suitable welded plate doublers over all open holes in deck plating, including over manhole accesses.

(See top of next page for photographs)



Starboard Side



Starboard Side



Starboard Rail



Starboard Side



Port side at aft of midlength



Looking Forward



Puncture holes in deck



Puncture holes in deck



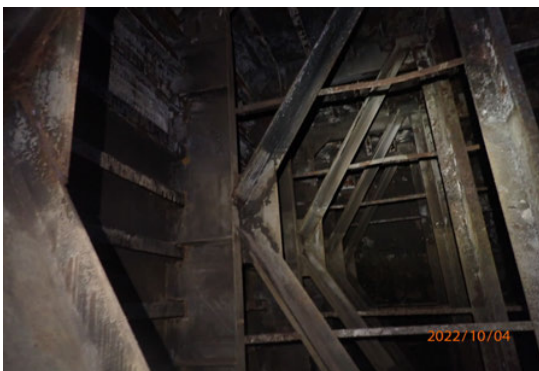
(See top of next page for further photos)



Deck in way Midbody No. 4 Center Starboard



General Internal appearance Compartments 3-4-5-6 Port and Starboard



Typical Port side appearance



Midbody No. 5 Center Port



Heavier deck and underdeck Internals distortions in way of Center compartments 5-6

The above report is a statement of opinion made, signed, and submitted without prejudice to the rights and/or interests of whom it may concern.

Respectfully submitted,

A handwritten signature in black ink is written over a solid black rectangular redaction box.

Jason R. Meyerrose
Marine Surveyor – President

JRM/

