

# Frigate Marine Services

747 Riverside Ave

Elizabeth City, NC 27909

Phone [REDACTED] [REDACTED]

October 20, 2019

Coastal Design

Jim Gunn

Barge 71

Good morning,

On November 18 and 19, 2019 Frigate Marine Services attended an Inspection of the Barge 71 to inspect for damages sustained during an allision with the Buckroe Beach, Hampton, VA pier due to heavy and severe weather conditions.

It was reported the barge broke free from its mooring and drifted approximately for 2 miles prior to hitting the pier.

It was reported and sighted that the barge hit the pier along the stern and side of the barge.

At the time of inspection, the starboard rake tank was being pumped dry for inspection.

During the walk through, the deck punctures were found allowing water to enter in to the voids.

## **Findings**

### **Starboard side deck, hatches were removed.**

- Stern Rake was breeched and full of water

- Void 1 dry

- Void 2 deck breeched was and the void was full of water

- Void 3 dry

- Void 4 dry

- Void 5 dry

- Bow Rake dry

A center hatch access to the center bilge was ripped off and was pumped dray on October 19, the hatch was resecured in place with binders to prevent water intrusion.

**Port side deck, hatches were removed.**

Stern Rake void had 12"

Void 1 deck was breeched and had 1 foot of water

Void 2 deck was breeched and had 1 foot of water

Void 3 deck was breeched and had 4 foot of water

Void 4 dry

Void 5 dry

Bow Rake dry

Along the port bilge radius, heavy insets were sighted in voids rake, 1, 2, & 3.

In voids rake, 1, 2, & 3., there were vertical frames and hull frames that were distorted in areas of the heavy insets.

Hull plating is upset in voids rake, 1, 2, & 3.,

Bulkheads and some buckling and were watertight

In void two, a pin hole at hull frame 9 was sighted in which needs to be sealed and repaired at time of haulout

It is the opinion of the surveyor the barge will need to be hauled out of the water for further inspection to the hull plating.

There were no below waterline hull breeches to prevent the barge from transiting safely to a repair facility once the current job assignment is completed.

The deck breeches sighted have been welded up to prevent further water intrusions from the deck.

It is recommended to monitor barge voids prior to departing with barge and respect voids upon arrival at destination.

Respectfully,

A black rectangular redaction box covering the signature of Lloyd Griffin.

Lloyd Griffin  
Marine Surveyor

**BARGE 71**



**Dry Barge**



**Port stern corner that hit pier**





**Port side**



**Starboard stern rake deck breech**



**Starboard Void 2 full of water. Water did not drain out when barge was pumped**



**Void 2 upset hull plate, twisted framing**



**Void 3 upset hull plate, twisted framing**





**Hull Radius Void 3 insets and distorted framing**



**Rake Void**



**Center Deck Hatch was resealed**

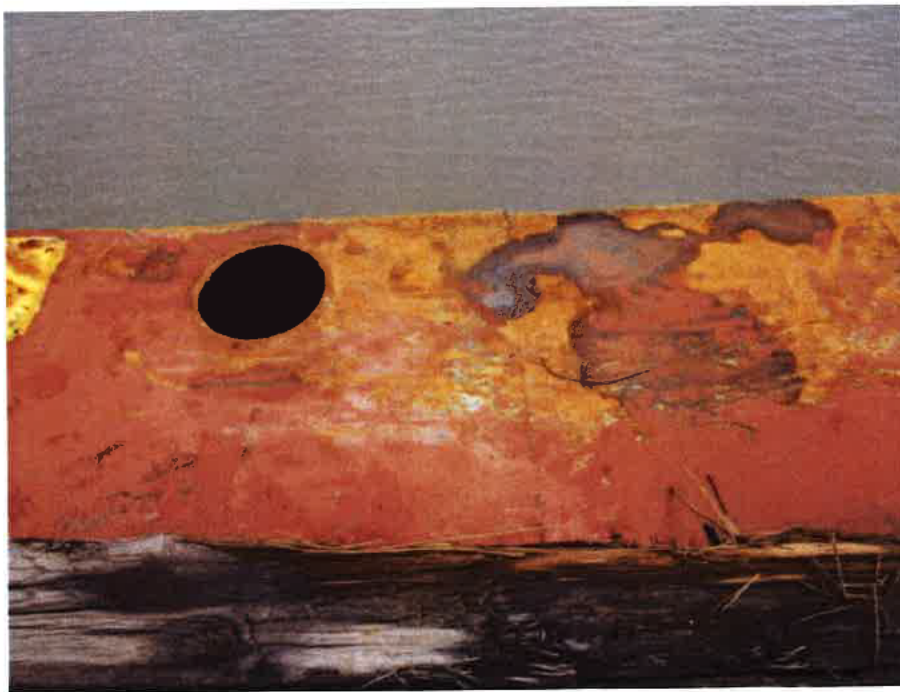




**Repaired Deck Breech**



**Repaired Deck Breech**



**Deck Breach found at 2<sup>nd</sup> inspection, to be repaired**

