North American
Marine Consultants, LLC

GENERAL CONDITION SURVEY

BREAST LINE BARGE "B-9-A"

OFFICIAL NUMBER: UNDOCUMENTED

**OWNED BY: STATE OF OREGON, PORT OF PORTLAND
DIVISION OF NAVIGATION**

At the request of Ms. Gail Super, Administrative Coordinator, and for the account of the Port of Portland, the undersigned independent marine surveyor inspected the subject vessel as it lay afloat and moored at a fleeting facility operated by the Port of Portland on the Columbia River, near Portland, Oregon.

The purpose of the attendance was to determine, to the extent possible, the general condition of the vessel and to prepare a record of same.

Date of Survey:	May 8, 2018
Persons in Attendance:	Mr. Lloyd McClelland Mr. Nick Cornelison Port of Portland, Division of Navigation
Independent Marine Surveyor:	Capt. Steven J. Bahnsen, NAMS-CMS

GENERAL DESCRIPTION

The subject vessel was found to be an all steel, riveted hull with welded deck, breast line barge built by Willamette Iron and Steel in 1931 in Portland, Oregon. One centerline, longitudinal bulkhead and five transverse, watertight bulkheads divided the hull into raked bow and stern voids and four midbody compartments each to port and starboard. The bow, stern and the port and starboard sides of the hull were all fitted for length with a half pipe rub rail just below deck level.

Approximate hull dimensions were 62' x 22' x 3'.

BOW COMPARTMENT

The port bow side plates were difficult to sight below the half pipe rub rail, but where visible were noted to contain scattered abrasions and indentations from 0-3/4" with no one area worthy of specific mention.

The 12" half pipe rub rail on the port bow side plating contained scattered abrasions and indentations from 0-1.5" with no one area worthy of specific mention.

The port bow rake knuckle plates contained scattered abrasions and indentations from 0-1.5" with no one area worthy of specific mention.

The port bow corner plates contained scattered abrasions and indentations from 0-3/4" with no one area worthy of specific mention.

The headlog plates were difficult to sight below the half pipe rub rail, but where visible were noted to contain scattered abrasions and indentations from 0-3/4" with no one area worthy of specific mention.

The 12" half pipe rub rail on the headlog plating was crushed from 0-4" and had random fractures in way, with no one area worthy of specific mention.

The starboard bow corner plates contained scattered abrasions and indentations from 0-3/4" with no one area worthy of specific mention.

The starboard bow rake knuckle plates contained scattered abrasions and indentations from 0-1.5" with no one area worthy of specific mention.

The starboard bow side plates were difficult to sight below the half pipe rub rail, but where visible were noted to contain scattered abrasions and indentations from 0-3/4" with no one area worthy of specific mention.

The 12" half pipe rub rail on the starboard bow side plating contained scattered abrasions and indentations from 0-2" with no one area worthy of specific mention.

The bow deck contained scattered abrasions and was lightly work hardened from 0-1/2" with no one area worthy of specific mention.

STARBOARD SIDE

The side and gunwale plates in way of the starboard midbody compartments were difficult to sight below the half pipe rub rail, but where visible were noted to contain scattered abrasions and indentations from 0-1" with no one area worthy of specific mention.

The 12" half pipe rub rail on the starboard side plating contained scattered abrasions and indentations from 0-1.5" with no one area worthy of specific mention.

The deck in way of the starboard midbody compartments contained scattered abrasions and was lightly work hardened from 0-1/2" with no one area worthy of specific mention.

STERN COMPARTMENT

The starboard stern side plates were difficult to sight below the half pipe rub rail, but where visible were noted to contain scattered abrasions and indentations from 0-3/4" with no one area worthy of specific mention.

The 12" half pipe rub rail on the starboard stern side plating contained scattered abrasions and indentations from 0-1.5" with no one area worthy of specific mention.

The starboard stern rake knuckle plates contained scattered abrasions and indentations from 0-1.5" with no one area worthy of specific mention.

The starboard stern corner plates contained scattered abrasions and indentations from 0-3" with no one area worthy of specific mention.

The sternlog plates were difficult to sight below the half pipe rub rail, but where visible were noted to contain scattered abrasions and minor indentations from 0-3/4" with no one area worthy of specific mention.

The 12" half pipe rub rail on the sternlog plating contained scattered abrasions and indentations from 0-1.5" with no one area worthy of specific mention.

The port stern corner plates contained scattered abrasions and indentations from 0-1" with no one area worthy of specific mention.

The port stern rake knuckle plates contained scattered abrasions and indentations from 0-1.5" with no one area worthy of specific mention.

The port stern side plates were difficult to sight below the half pipe rub rail, but where visible were noted to contain scattered abrasions and indentations from 0-1/2" with no one area worthy of specific mention.

The 12" half pipe rub rail on the port stern side plating contained scattered abrasions and indentations from 0-1/2" with no one area worthy of specific mention.

The stern deck contained scattered abrasions and was lightly work hardened from 0-1/2" with no one area worthy of specific mention.

PORT SIDE

The side and gunwale plates in way of the port midbody tanks were difficult to sight below the half pipe rub rail, but where visible were noted to contain scattered abrasions and indentations from 0-1" with no one area worthy of specific mention.

The 12" half pipe rub rail on the port side plating contained scattered abrasions and indentations from 0-4" with no one area worthy of specific mention.

The deck in way of the port midbody compartments contained scattered abrasions and was lightly work hardened from 0-1/2" with no one area worthy of specific mention.

DECK FITTINGS AND EQUIPMENT

The barge was outfitted with an assortment of deck fittings that appeared to be in good order and consisted of the following:

Bow:

- 36" cleats, to port and starboard
- 20" center bolt access hatch
- Berger, self aligning anchor fairleads, to port and starboard atop 30" x 30" x 24" pedestals
- Dual block turning sheave, to port of centerline

Port and Starboard Sides (each side):

- 36" cast cleat
- 20" center bolt access hatches, three to port, two to starboard

Stern:

- 36" cleats, to port and starboard
- 20" center bolt access hatch
- Anchor fairlead, to starboard
- 30" open chock, at centerline

A 60' x 30" diameter, transverse, steel discharge pipe transversely spanned the width of the barge and extended 16' outboard to both port and starboard. 5' diameter pipe floats were fitted at the outboard extremes of the pipe. On the barge, the pipe was supported by 54" x 42" pipe pedestals. An eight-step stairway at centerline provided access over the pipe.

Deckhouse:

An approximate 20' x 12' x 9', riveted steel deckhouse with a flat roof was constructed on the aft section of the barge deck. The deckhouse was painted white over its top half and blue on the lower half, with seven windows each in the port and starboard bulkheads. A hinged door in the forward bulkhead of the deckhouse provided access to the interior. The exposed steel overhead and bulkheads in the interior were painted white and the deck was painted with a red non-skid coating.

A Skagit, three-drum, waterfall deck winch spooled with 1" steel cable on all three drums was mounted in the center of the deckhouse. The winch was powered by a Detroit Diesel, 6-71, marine diesel engine through a Fuller transmission and chain drive. A 100 gallon diesel oil tank was mounted in the aft portion of the deckhouse.

COATINGS

The red coatings on the deck plating were in fair condition and approximately 65% intact.

The black coatings on the exterior hull plating were in good condition and approximately 80% intact.

SURVEYOR'S COMMENTS

The breast line barge "B-9-A" functioned as a winch barge and was utilized by the dredge "Oregon" crew to support and control the dredge's discharge pipe. In the opinion of the undersigned, the vessel appeared to be in good condition and was suitable for its current utilization.

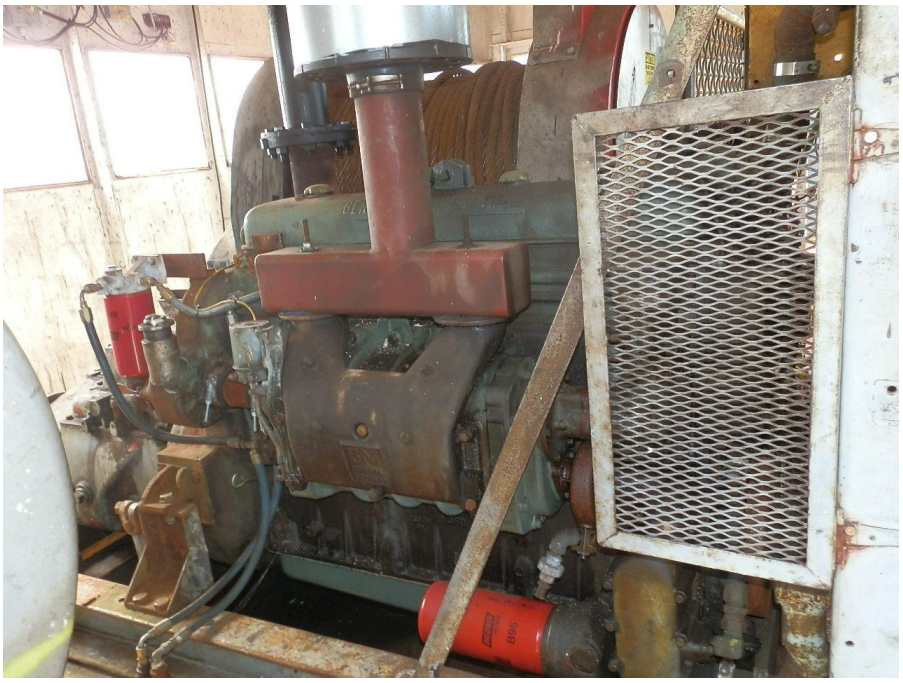
No void spaces were entered, as the compartments were not opened for our inspection and were not gas free. Internal framing in the compartments was expected to be distorted to conform to external hull conditions. No ultra-sonic gauging or other accurate measurements of hull plate thickness were made by the undersigned.

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

Bow deck



Winch motor in deckhouse

Winch in deckhouse

Deckhouse

Port stern