

**BACHRACH, WOOD, PETERS & ASSOCIATES, INC.**

MARINE SURVEYORS and CONSULTANTS

P.O. Box 7415 · METAIRIE, LOUISIANA 70010-7415 · (504) 454-0001 · FAX (504) 454-3257

November 17, 2000

Condition & Valuation Survey  
as of  
November 7, 2000

**SURVEY REPORT NO. 2000-11-1128**

**CRANE SPUD BARGE "HART IV"**

**THIS IS TO CERTIFY** that the undersigned Marine Surveyor did on November 7, 2000, at the request of Mr. Bruce Treder, on behalf of and for the account of Madcon Corporation, survey the crane spud barge "HART IV" (1063034 official number), while subject vessel was afloat in an unladen condition and moored at the facilities of Ocean River International in Harvey, Louisiana, in order to ascertain the general condition and fair market value of the vessel as of November 7, 2000.

**Note:** All sizes, measurements, distances, et cetera, mentioned herein are approximate, unless otherwise specified.

**BRIEF DESCRIPTION:**

The vessel was built of steel construction. Date and builder unknown at time of survey.

Dimensions: Length - 79', breadth - 26', depth - 6'.

The vessel has a raked bow and a blunt raked stern.

The fuel capacity is approximately 600 gallons.

The potable water capacity is approximately 200 gallons.

ORIGINAL

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**BRIEF DESCRIPTION:** (continued)

This is a self-propelled crane/spud barge with port and starboard spuds. Both spuds aft of center, each operated by hydraulic controls and hydraulic cable spools within engine room. These hydraulic spuds are driven via 2-71N Detroit Diesel keel cooled engine within vessels' engine room. Access to engine room via two (2) 3'x 3' hinged steel hatches and steel stairways. Machinery within same is listed separately herein. There is also one (1) 3' x 6' hatch atop the port main engine. There is a metal stowage/tool room welded to the aft deck. There is also a wood frame crew/stowage room below vessels' pilothouse.

Barge contains six (6) separate hull compartments including both a bow rake and engine room. All have access through circular type manhole covers. The spuds are square and constructed of heavy pipe with heavy angle iron corners and are set in spudwells.

There are two (2) double post bits, one each aft barge corner. There are two (2) single bits-post type at bow corners. There are two (2) single cavels one (1) each on centerline port and starboard.

All deck, interior and engine room lights have globe and cage fittings, but multiple globes and cages are missing.

There is no oil spill rail around vessels' perimeter.

Entire vessel is well coated.

Vessel has aft deck, 2-tier handrail.

**CERTIFICATES/DOCUMENTS:**

A United States Coast Guard Certificate of Documentation issued 30 January 1998.

**ENGINE ROOM:**

Two (2) 4-71N Detroit Diesel main engines each driving Twin Disc, model 502, hydraulic reverse reduction, steel shaft and dual propellers. There is a drip box with pump at each stern tube flange.

Two (2) Rule type 12-VDC driven bilge pumps, one each port and starboard engine room with bilge hose suctions and auto-float switches.

One (1) 2-71N Detroit Diesel driving hydraulic pump for spud lifting. All engine keel cooled. Exhausts not insulated. There are oil drip pans below each engine.

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**PILOTHOUSE:**

Raised atop steel legs on aft port deck with access via non-skid steps/stairway aft with starboard hand rail. There is an aft grating to access pilothouse. Pilothouse access via aft weather tight door. Windows are aluminum and plate glass.

**ELECTRONICS & NAVIGATION EQUIPMENT:**

- One (1) pilot's seat.
- One (1) 3" compass.
- One (1) Uniden, model MC 535, VHF radio.
- One (1) searchlight.
- One (1) Radio Shack amplifier/hailer.
- Two (2) single lever Morse type engine/clutch controls.
- Two (2) gauge panels.
- One (1) steering lever hydraulic steering via port main driver P.T.O. pump.
- One (1) window type AC unit in aft bulkhead.

**OTHER EQUIPMENT:**

- One (1) potable water pressure set - AC electric.
- One (1) 2' expanded metal deck extension to bow deck.
- One (1) deck mounted welding machine - generator.
- One (1) AC wiring combination of conduit and basket weave armored with vapor proof lights and circuit breakers.
- One (1) 600 gallon diesel fuel held in barge in barge compartment.
- One (1) 200 gallon potable water stowage - barge hull compartment.
- Two (2) spuds raised and lowered via one each- hydraulic winch with motors and cable.
- One (1) bilge boy, oil/water separator affixed aft, starboard.
- Two (2) deck mounted engine room air ventilators with 12" minimum deck clearance.

**DECK CRANE:**

One (1) Link belt-78-B manual crane affixed via steel pins through "I" beams welded to deck complete with "Load Chart" and boom rest, Serial No. 7DBT-2325.

**Lifesaving & Firefighting Equipment:**

- Two (2) 10 lb. dry chemical fire extinguishers - engine room.
- One (1) 2.5 lb. dry chemical fire extinguisher - stowage room.
- One (1) work vest.
- One (1) throwable ring, no lanyard or auto water light.

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**CONDITION:**

Overall condition is average. Subject barge, at the time of inspection had all compartments open. The deck was smooth with good coatings. All machinery was properly installed and appeared good overall.

The port side was dished 0 to 2" with random indents between frames. The starboard side was in similar condition. The stern contains 0 to 2" dishing. The bow headlog was relatively smooth.

Visible portions of bow rake well coated with little dishing. Little rust noted in engine room. Entire vessel in average overall condition.

Vessel does not have radar which will limit her use at night, in rain and/or fog.

**RECOMMENDATIONS:**

1. Insulate main engine and hydraulic pump engine exhausts manifold to end.
2. Label hydraulic spud control mechanism for proper operation.
3. Install handrail to aft edge of pilothouse rear grating.
4. Install back-up nuts or lock nuts to stern shaft tube flanges in engine room - tighten same.
5. Install caged globes to all engine room lights.
6. Install type "I" U.S.C. G. approved life jackets for each crew member.
7. Reconnect pilothouse caged, globed light, (red lens).
8. Replace upper expanded metal step grate, starboard and port engine room stairways.
9. Install 1/4" rubber gaskets to all manhole covers and seal with silicone and bolt down same.
10. Replace gaskets on both engine room hatches.
11. Install to throwable ring 60' lanyard and auto water light.
12. Install audible bilge water level alarm at 6" above bottom.

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**RECOMMENDATIONS:** (continued)

- 13. Install 3' high, 2-tier handrails adjacent each engine room access hatch, (outside edge).
- 14. Check all fire extinguishers and refill if indicated.
- 15. Install either 3" portable pump, (not gasoline powered) or install 1-1/4" Jabsco P.T.O. drive bilge pump to each main driver.
- 16. De-grease engine room. (Work in progress)
- 17. Install bolt down or dog-ear fitting to each engine room hatch to make watertight.
- 18. Repair drain around larger port, engine access hatch.
- 19. Install flare gun kit.
- 20. Install first aid kit.
- 21. Consider installing radar unit.
- 22. Crane needs to be tested by a Link Belt Inspector.
- 23. Install new packing on both shafts.

**Note:**

Vessels' bottom was not inspected and no opinion herein is rendered upon same.

**INSURABILITY:**

It is the opinion of the undersigned marine surveyor that subject vessel is a reasonable risk, upon compliance with the recommendations herein.

**VALUATION (Includes Link Belt Crane):**

**Estimated fair market value**  
**as of November 7, 2000..... \$ 200,000.00**

In ascertaining the aforementioned values, consideration was given to the size, dimensions, horsepower, and condition of subject vessel, as well as to the present existing market conditions for this type of vessel in the Gulf of Mexico.

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**SURVEYOR'S NOTES:**

This vessel, as described herein, is in satisfactory condition for its intended service when recommendations have been complied with.

This survey represents the good faith opinion of the surveyor only and does not make any representations of fact. It was performed for insurance underwriting and/or appraisal purposes only, and no warranty of correctness of this surveyor as to the condition, seaworthiness, value, or marketability of subject vessel is either expressed or implied.

The vessel was sighted afloat, without testing for tightness, hull gauging, conducting sea trials, testing or trying out machinery or electrical systems, or opening up any of those places ordinarily closed or concealed. Therefore, deficiencies may exist other than those conditions noted in this report.


The undernamed Marine Surveyor has no present or contemplated future interest in the aforementioned vessel and/or its equipment, and compensation for services has been arranged for on an independent fee basis and is in no way contingent upon the values reported herein.

Survey made, signed, and submitted without prejudice to rights and/or interests of whom it may concern.

Attending Surveyor:

John T. Ryan

**BACHRACH, WOOD, PETERS & ASSOCIATES, INC.**

  
John T. Ryan,  
Attending Surveyor.

JTR:smk

Distribution:

- (1) Report (Copy) & (2) Invoices:  
Madcon Corporation Gulf Coast Division  
Attention: Mr. Bruce Treder  
2119 Concord Road  
Belle Chasse, Louisiana 70037