MERRILL MARINE SERVICES INC.

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March 21, 2016

Mr. Chris Jones
Cook Coal Terminal
3316 US-45
Metropolis, IL 62960

Re: General Condition Survey
M/V "Dave Davenport"
Date of Survey: March 2, 2016
Location: Cook Coal Terminal near Metropolis, Illinois
MMSI No.: 54785

Mr. Jones:

At your request and for the account of Cook Coal Terminal, the undersigned independent marine surveyor did attend the above captioned vessel, as it lay afloat and moored at the dock at the facilities of Cook Coal Terminal near Metropolis, Illinois.

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

The M/V "Dave Davenport" was found to be an all steel, welded twin screw, diesel powered, triple deck, river type towboat built in 1970 by Yates Marine Construction in South Charleston, West Virginia and later re-furbished in 2007 at Superior Marine, Inc. near South Point, Ohio. It was powered by Caterpillar C-18, electronically controlled and operated diesel engines, which developed a total of 920 horsepower through Twin Disc, MG 516, reverse/reduction gears with ratios of 5.05:1 Approximate hull dimensions were 60'x 20'x 6.5'.

United States Coast Guard Certificate of Documentation indicated that the certification date was 13 November 2015 and the expiration date was 30 November 2016.

Memphis, TN
Paducah, KY/ Cairo, IL
New Orleans, LA
Baton Rouge, LA
East Coast
West Coast

With the benefit of General Condition Survey MMSI No.: 50135 dated March 13, 2007 for comparative purposes, an inspection revealed the condition of the vessel to be similar with exception of the following:

The wheelhouse was fitted with the required and necessary United States Coast Guard lights, electronics and controls for safe operation of the vessel.

The pilot house and second deck interior were sheathed with white marlite panels on the overheads; the bulkheads were sheathed with white FRP panels, and the decks were covered with either square linoleum tiles (wheelhouse) or red rubber tiles (galley). Wood trim was noted on the overhead, bulkheads, around all windows and doors, and along the base of the bulkheads. Fluorescent light fixtures provided the illumination throughout the areas.

The galley was further equipped with wood cabinets with Formica countertop with a single stainless steel sink along the starboard and aft bulkheads, Emerson microwave, and Summit refrigerator/freezer.

NOTE: The galley was dirty with poor housekeeping and showed signs of wear and use.

The second deck companionway exposed steel overhead was un-sheathed; the bulkheads were sheathed with insulated panels with aluminum backing, and the deck was covered with red rubber tiles.

The deck locker located at the extreme forward of the main deck exposed steel overhead and bulkheads were painted white and the deck was painted gray.
NOTE: The deck locker was dirty with poor housekeeping

Aft the deck locker was the upper engine room. The upper engine room was finished similar to the deck locker with exception of the forward bulkhead and forward portion of the overhead which was sheathed with insulation panels with aluminum backing.

The head was located to starboard forward of the upper engine room. The exposed steel overhead and bulkheads were painted white and the deck was covered with square linoleum tile. The head was further fitted with a wood vanity with solid surface top, molded hand sink, and porcelain toilet.

The main deck weathertight entry/exit doors were noted to be in fair to poor condition (and should be changed out).

The vessel's interior was noted to be dirty with poor housekeeping with numerous areas of wear noted throughout the vessel.

HULL

An internal examination of the vessel's hull, associated framing, bulkheads, and above deck superstructure areas indicated that the vessel was suitably constructed for its intended service.

The visible exterior hull plates and rub bars showed only random scattered indentations of up to 0-1-1/2" in depth with no area worthy of specific mention.

It was reported to the undersigned that the M/V "Dave Davenport" was used as a standby boat and was used only when needed such as if another boat was down for maintenance or repairs due to the M/V "Dave Davenport" being a single hull vessel. (It was reported that AEPs intentions are to fit one to two double formed rub rails along the port and starboard sides of the hull to further protect the hull.)

COATING

The vessel's exterior coating was noted to be flaking, peeling, and dirty with rust bleeding through in numerous areas. The exterior was noted to be dirty and in need of cleaning, chipping and painting.

Generators, Electrical, and Steering Systems

Generators were:

MagnaPlus, m/n 362PSIB124-1, s/n MX183719PH, 65 kW powered by electric start and keel cooled John Deere, 4045TFM85A 4.5L, s/n PE4045L92727, diesel engine to port.

MagnaPlus, m/n 362PSIB124-1, s/n MX183763PH, 65 kW powered by electric start and keel cooled John Deere, 4045TFM85A 4.5L, s/n PE4045L920737, diesel engine to starboard.

The visible wiring, switchboard, breaker boards, switches, fixtures, etc. appeared to be properly installed, grounded and in good order with no apparent exceptions.

An alarm panel, which monitored main and generator engine functions and levels, also had a bilge level monitor and like sensors. The panel was coupled to warning lights and an alarm siren.

ENGINE ROOM

Main Engines Caterpillar C-18 electronically controlled diesel

Port s/n: C1J00982

Starboard s/n: C1J00985

The main engines were air start and keeled cooled

Reverse-Reduction Gears

Manufacturer:	Twin Disc
Model:	MG-516
Ratio:	5.05:1

Port s/n:	5KC771
Starboard s/n:	3AP791

Approximately 6" of oily water was noted in the bilge.

The engine room was noted to be dirty with poor housekeeping.

SURVEYOR'S COMMENTS

1. The vessel appears to be in generally fair condition and appears to be fairly well maintained.

2. Housekeeping was poor.

3. All inspected deck level and below deck voids were found to be watertight and free of damage that would compromise the integrity of the hull during normal operation.

4. The vessel appeared to have an adequate bilge system for normal operation.

5. Fire suppression equipment was limited to portable dry chemical fire extinguishers. All were charged and displayed tags of 08/15.

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6. All main deck watertight doors of the superstructure were noted to be in fair to poor condition.

7. The deck and superstructure coatings were in poor condition with rust bleeding through in numerous areas and in need of chipping and painting.

8. The vessel is in need of a good wash down, interior cleaning with in the crew areas and the engine room needs a good wash down to remove any oily build up on the decks, bulkheads, and overheads.

The vessel was found to have adequate safety equipment consisting of ring buoys and a triple rail handrail system on the 2nd and 3rd decks and a single chain handrail suspended from the second deck on the main deck.

The vessel appeared to have adequate freeboard for operating on inland waterways.

We are enclosing our invoice for this service and wish to thank you for calling on us in this matter. Should you have any questions regarding the project please do not hesitate to contact us.

Sincerely,

Craig G. Kimble
Independent Marine Surveyor

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