

BAY MARINE SURVEYORS LLC

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FILE NO: 23-83

VESSEL: T/B CAUNEQ

OWNER: Northstar Gas LLC, 4033 Old Int'l Airport Rd, Anchorage, AK 99502

OFF. NO: 1106953

TYPE OF VESSEL: Combination Deck/Tank barge

SERVICE: Carry refined petroleum products and various deck cargoes in waters tributary to the Bering Sea, Chukchi Sea, and Arctic Ocean. The vessel is an unmanned, single skin combination deck and tank barge intended for inland and coastal service.

BUILDER: U S Barge, Portland, OR

YEAR: 2011

HULL CONSTRUCTION: Steel
Length - 154'7" Beam - 44'5" Depth - 6'0" Draft - 18" Gross - 313T Net - 190T

DRYDOCKED: Bethel, AK, in water at time of survey

CLASSIFICATION AND LOAD LINE: ABS Load Line Certificate and USCG inspected with a valid Certificate of Inspection for petroleum service issued May 2021/ May 22 respectively

FLAG AND CREW: The vessel is of United States registry and is unmanned.

PORT OF REGISTRY: Bethel, Alaska

DOCUMENTATION: Certificate of Documentation January 2023
Certificate of Inspection May 2, 2022-2023
Load Line May 2, 2021-2026

CABIN: Steel construction, 17'4" x 8"h aft stern welded to deck 12" tinted circular windows

ANCHOR GEAR: Hydraulic anchor winch, frd/aft
(2) 1000# Navy, Nord Co electric drive, shackles secured 5" x ¾" anchor link chains. Up/Down control lever placarded

DECK GEAR: Hydro Pro SWL 3500 hydraulic deck winch, ½" s/s cable. control placarded

FILLING STATIONS: 22" x 16" hinged filling stations, PIS/mid-deck; all lids locked w/commercial lock at time of survey. All fill stations vented by commercial marine Equate 4" PV valves

CABLES AND CLEATS: 1 ½" steel towing cable, full length stb side, 12"x5" galvanized eyes
¾" galvanized pick-up cable full length with 1 ½" poly twist line attached, no buoy on cable at time of survey
9" x 1 ½" steel tow link chain bridle
Numerous 9" x 1 ½" hinged tie down steel eyes flush to deck
(13) 36"x5" tie up cleats
(5) 19"x27" steel cleats, secured with ¾" threaded s/s bolts
(2) 35" x 12", 3600 enclosed tie up units

LOADING RAMPS: (2) 25'1"1 x 42 ½"w x 14" d steel w/steel non-skid meshing

UNDERWATER FITTINGS: Skeg(s) - (2) steel, P/S stern

ELECTRICAL: Northern Lights 45 kW diesel generator
Safety lighting frd/aft
(4) quartz 110 deck lights, frd/aft cabin
Heavy duty switch gear for cargo pumps/ anchor winches
2" galvanized pipe electrical safety conduit messenger tubes

SAFETY FEATURES: All fill stations placarded w/Master lock
DANGEROUS CARGO KEEP OUT in 4" black letters
Life ring on stern house with retrieval line

DESCRIPTION AND ARRANGEMENT:

This is a non-self-propelled, single-hulled vessel of steel plate construction. She has welded seams, and soft turn of bilge bow and stern. The underside of the flat hull is well zinced. There is an 8" steel half-round tube stiffener P/S full length mid-hull

The mid-body is subdivided into (6) cargo tank pairs with an additional centerline fuel storage tank between the aft most cargo tank pair. Cargo is loaded and discharged through a header and manifold system located on the main deck aft with presentation flanges on either side of the vessel.

The barge is built and certified by USCG for carriage of Grade B and lower petroleum products and to comply with OPA 90 requirements. The barge has a capability of loading and discharging cargo at a minimum rate of 550 BBL/Hr at a cargo temperature of 50oF.

The deck of the barge accommodates a minimum of 1,000 lb/sqft uniformly distributed deck load from the headlog to frame 6. Deck cargo is loaded by wheeled vehicle via a portable ramp over the headlog and either side of the vessel amidships.

The deckhouse is comprised of an office and a machinery space containing the generator, located above the aft rake.

The hull of the vessel is of steel construction with the longitudinal system of framing. The ends of the barge have 12" of sheer. The main deck (between frame 4 and 21) is flat with no camber or sheer, configured to accommodate at minimum of (7) standard 20 ft x 8 ft ISO containers.

GENERAL CONDITION: Exterior surfaces are clean and well painted. Nonskid paint was used in all traffic areas. The house structure was well coated. Interior surfaces are well coated and preserved in the rakes. No internal coatings were applied to the liquid cargo compartments. No deterioration was observed in living spaces and in the engine room.

ESTIMATED REMAINING

LIFE OF VESSEL: 40 years with appropriate maintenance

RECOMMENDATIONS: None

VALUES: Fair market - \$4.7 m
Replacement - \$5.9 m

DATED: 6/16/23

This survey sets forth the apparent condition of the vessel, including hull, machinery, equipment, fittings and gear, to the best of the surveyor's ability. It represents the honest and unbiased opinion of the surveyor, but in submitting this survey, it is understood by all parties concerned that such survey is not a guarantee of its accuracy, nor does it represent any liability on the part of the surveyor or his employees arising from reliance on information contained in the survey.

Daniel J. O'Hara

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On site photos

