

Pontoon Float S-4

70'0" x 20'0" x 2'6"

Description: Pontoon Float S-4 was found to be an all welded, steel constructed float designed for use at end of dry docks for support of men and materials, etcetera. The pontoon float has a square bow and a square stern and is divided into a total of eight void compartments which are separated by means of a centerline and three transverse watertight bulkheads for flotation purposes.

Dimensions:	70' x 20' x 2'6"
Built:	1984
Built By:	Superior Boat Works, Inc.
Built At:	Greenville, Mississippi

Appraisal and Valuation:

Present Day Market Value (Today): \$7,000.00 to \$9,000.00

Hull and Integrals:

1. Condition and thickness of side shell and bottom plating cannot be ascertained without dry docking, drilling and/or ultrasonic gauging of the metal remaining.
2. Visible pitting to all four sides of the pontoon does not appear to exceed 0" to 1/32" in depth to varying degrees.
3. Port and starboard side shell plating is generally washboarded an estimated 0" to 1" to varying degrees between frames.
This condition appears to be the result of construction waves.
4. Bow and stern transom plating indents do not appear to exceed 0" to 3/4" in depth between frames.
5. Deck plating indents do not appear to exceed 0" to 1/2" and is attributed to construction waves.
6. Deck and side shell plating is almost void of paint and is covered with a film of light rust.
7. A badly weathered and faded yellow 6" stripe was noted adjacent to the gunwale areas to all four sides of the pontoon float.
8. The starboard after void compartment contains 10" of ballast water. All other hull void compartments were found to contain 0" to 1" of condensation water to varying degrees.
9. Hull void compartments contain rust and scale.
10. Freeboard is 1'6", average draft is 1'0".

Deck Fittings:

1. Deck fittings were found to consist of the following:
 - a. There is a single bitt with cross arm to the port bow and stern corners.

- b. There is a chain link padeye to starboard bow and stern corners.
 - c. All hull void compartment access hatches are of the flush deck, Nashville Bridge Company type with strong back and draw bolt.
2. All deck fittings were found to be in good order.

General:

1. Subject unit appears to be serviceable and in good condition on this date, except as may otherwise be mentioned in this report.
2. Any items not included in this report were assumed to be normal wear and tear of this unit and were of a minor nature and not necessary in the computation of the Appraisal and Valuation.
3. Thickness of the bottom plating cannot be determined without drilling and/or ultrasonically gauging.

Pontoon Float S-2

70' x 20' x 2'6"

Description: Pontoon Float S-2 was found to be an all welded, steel constructed float designed for use at end of dry docks for the support of men and materials, etcetera. The pontoon float has a square bow and stern and is divided into a total of eight void compartments which are separated by means of a centerline and three transverse watertight bulkheads for flotation purposes.

Dimensions:	70' x 20' x 2'6"
Built:	1984
Built By:	Superior Boat Works, Inc.
Built At:	Greenville, Mississippi

Appraisal and Valuation:

Present Day Market Value (Today): \$7,000.00 to \$9,000.00

Hull and Integrals:

1. Condition and thickness of side shell and bottom plating cannot be accurately ascertained without dry docking, drilling and/or ultrasonic gauging of the metal remaining.
2. Visible pitting to all four sides of the pontoon does not appear to exceed 0" to 1/32" in depth to varying degrees. Pontoon is void of paint, and rust with moderate scale, was noted at the deck plating.
3. Port and starboard side shell plating indents do not appear to exceed 0" to 1" in depth and are believed to be construction waves.
4. The bow and stern transom plating indents do not appear to exceed 0" to 7/8" in depth between frames.
5. Deck plating appears to have moderate construction waves estimated at 0" to 3/4" to varying degrees.
6. There is a 3/8" diameter burn hole in the deck plating, 2'7" inboard of the port side plating and approximately 8'0" aft of the port number three void access hatch.
7. Deck plating at random locations is pitted 0" to 1/8". These areas are believed due to the pontoon float being built partially of scrap material.
8. All hull void compartments were found to contain 0" to 1 1/4" of condensation water and rust and scale are more or less general.
9. Freeboard amidships is 1'6" and draft is 1'0".

Deck Fittings:

1. Deck fittings were found to consist of the following:
 - a. There are chain link padeyes welded to all four corners of the pontoon float, all of which have one additional link of chain attached.

- b. All six hull void compartment access hatches are of the flush deck Nashville Bridge Company type with strong back and threaded draw bolt.
2. All deck fittings were found to be in good order.

General:

1. Subject unit appears to be serviceable and in fair condition on this date, except as may otherwise be mentioned in this report.
2. Any items not included in this report were assumed to be normal wear and tear of this unit and were of a minor nature and not necessary in the computation of the Appraisal and Valuation.
3. Thickness of the bottom plating cannot be determined without drilling and/or ultrasonically gauging.

"Can" Pontoon Float WF-1

53' x 20'4" x 3'7"

Description: Can Pontoon Float WF-1 is believed to be of World War II vintage, United States Army Corps of Engineers surplus and is utilized on the dry dock area to support workmen and materials. This pontoon is constructed of three rows of nine separate flotation "cans". The center row of "cans" has been replated at the deck by owners. A total of nine Nashville Bridge Company access hatches were noted. The pontoon was originally designed for disassembly and transport by trailer over the road. The bow and stern "cans" are of rake design.

Dimensions: 53' x 20'4" x 3'7"

Built: Approximately 1945

Appraisal and Valuation:

Present Day Market Value (Today): \$6,500.00 to \$7,500.00

Hull and Integrals:

1. Visible side shell plating indents do not appear to exceed 0" to 3/4" in depth to varying degrees.
2. Deck plating is of firm tread metal, except at the centerline row of nine "cans".
3. Various "cans" of the pontoon are believed to be thin and are leaking to a moderate degree.
4. Red primer paint at deck and visible side shell of all "can" pontoons is good to fair and visible rust is moderate.
5. An accurate concept of shell plate thickness remaining (at all "cans") is possible only if the pontoon "can" float is dry docked and drilled and/or ultrasonically gauged.

Deck Fittings:

1. There is a single bitt with cross arm to the starboard stern corner only.
2. There is a heavy chain link padeye to the port stern and port bow corner.
3. A total of nine Nashville Bridge Company type access hatches were noted.
4. The single bitts with cross arm are missing from the port and starboard bow and port stern corners of the "can" pontoon.

General:

1. Subject unit appears to be serviceable and in fair condition on this date, except as may otherwise be mentioned in this report.
2. Any items not included in this report were assumed to be normal wear and tear of this unit and were of a minor nature and not necessary in the computation of the Appraisal and Valuation.
3. Thickness of the bottom plating cannot be determined without drilling and/or ultrasonically gauging.

"Can" Pontoon Flat 4513

47'6" x 28'9" x 4'6"

Description: Can Pontoon Float 4513 is believed to be of World War II vintage, United States Army Corps of Engineers Surplus and is utilized as part of the connecting dock assembly of floats which extend between the older shop barge downriver and the office barge upriver. The pontoon is constructed of four rows of eight welded steel firm tread metal pontoons which are reportedly filled with "sea foam" flotation material and are, therefore, unsinkable. All deck plate access hatches have been removed and welded insert plates installed. The World War II vintage pontoons were originally designed for disassembly and over the road transport. All 32 pontoons in the floating dock section are of rectangular design.

Dimensions: 47'6" x 28'9" x 4'6"

Built: Approximately 1945

Appraisal and Valuation:

Present Day Market Value (Today): \$8,500.00 to \$9,500.00

Hull and Integrals:

1. Visible side shell plating indents do not appear to exceed 0" to 3/4" at random locations to all four sides of the pontoon float.
2. All deck plating is of firm tread metal and indents do not appear to exceed 0" to 3/4".
3. Pontoon float is void of paint and visible plating is generally covered with a film of rust.
4. All cans are filled with "sea foam" flotation material and are, therefore, unsinkable.
5. An accurate concept of shell plate thickness remaining cannot be obtained without dry docking, drilling and/or ultrasonic gauging of the metal.
6. There is a double pipe handrail, 19'0" in length, to the port inshore side of the dock. The handrail also encloses an emergency shower for shipyard employees, plus a fire hose station with 50' of 2" canvas hose and brass fittings for nozzles, etcetera. Water piping from ashore was noted. The after 5'0" of the handrail is bent inboard 0" to 10" for height and lower handrail is broken in half.
7. Steel pipe fabricated rack for materials noted to outboard side of pontoon.
8. A steel pipe fabricated rack for propeller nut wrenches noted to the outriver side of the pontoon.
9. There is a heavily constructed spring loaded bracket which rides in a vertical track which is welded to the side of Dry Dock Number 2, aft of center of the pontoon to the outriver side.
10. There is a 12 valve manifold with hoses to outriver side of the pontoon for oxygen and acetylene gas.
11. There are two double vertical pipe stanchions with 25'0" of 3/8" diameter

steel cables with leaded eyes to the outboard after end of the pontoon.

Deck Fittings:

1. Deck fittings were found to consist of the following:
 - a. There are double heavily constructed hinge pins between the upriver and downriver dock sections of the pontoon.
 - b. There is a single bitt with cross arm and also a roller chock to the port or downriver inshore corner of the pontoon.
 - c. There is a single bitt with cross arm to port and starboard sides of the pontoon near amidships.
 - d. There are two heavily constructed hinge pins and plates to the port or inshore side of the pontoon aft of amidships which connect to the pontoon barge float which extends toward the concrete shower ramp.
2. All deck fittings and doubler plates attached thereto were found to be in good order.

General:

1. Subject unit appears to be serviceable and in fair condition on this date, except as may otherwise be mentioned in this report.
2. Any items not included in this report were assumed to be normal wear and tear of this unit and were of a minor nature and not necessary in the computation of the Appraisal and Valuation.
3. Thickness of the bottom plating cannot be determined without drilling and/or ultrasonically gauging.

Crane Barge with "Unit" (35 Ton) Manufacture, Pedestal Crane

80' x 32'6" x 4'6"

Description: Crane barge with unit crane and shovel corporation pedestal crane, model 271-U, serial number 65162, was found to be an all welded, steel constructed hull designed specifically to accommodate side and end lifts of the 35 ton crane. Subject hull has a square type bow and stern with a 6'0" extension of the deck plating which overhangs the hull at the bow.

Note: The port and starboard corners of the hull are notched. The notches measure 6'0" x 5'6". Overall length of the hull is 80'0" and beam is 32'6".

Dimensions:	80' x 32'6" x 4'6"
Built By:	Mainstream Shipyards & Supply, Inc.
Built At:	Greenville, Mississippi
Built:	Approximately 1967

Appraisal and Valuation:

Present Day Market Value (Today): \$55,000.00 to \$60,000.00

Hull and Integrals:

1. Subject barge has a square type stern and a square and notched type bow. The port and starboard bow corners are built in a notched manner for 6'0" x 5'6" and deck plating overhangs the hull in these locations.
2. The hull is divided into four separate void flotation compartments by means of centerline and transverse bulkheads.
3. The deck plating is of firm tread metal and appears to have general construction waves, estimated to be not in excess of 0" to 1 1/4". Plating is void of paint and is covered with rust.
4. The four hull void compartments were found to contain an average of 4" of condensation water and are void of paint. Rust and scale are general throughout.
5. The port and starboard side shell plating indents do not appear to exceed 0" to 1 1/2" and are general in nature. Indents appear to be the result of construction waves.
6. The bow and stern transom plating distortions do not appear to exceed 0" to 1 1/4" and appear to be the result of construction waves.
7. The visible bow and stern transom plating is well painted (gray). The port and starboard side plating is painted with red primer which is weathered and worn. Side shell plating is generally pitted 0" to 1/8" within a range of 1'6" above the waterline. Visible rust and scale at the unpainted areas is somewhat more than moderate.
8. There is a 6" formed port gunwale rub plate full length of the hull.
9. There is a 2'0" wide formed rub fender plate full length of the starboard side of the hull.
10. Port and starboard rub fender plating indents do not appear to exceed 0" to

- 3/4" in depth to varying degrees and are scattered and random in nature.
11. All four corners of the hull are square. No radius corners nor doubler plates were noted.
 12. All access hatches are of the quarter turn, flush deck interlocking type.
 13. There are oxygen and propylene manifolds to forward side of the storage building beneath the pedestal mounted crane.

Pedestal Mounted Crane:

1. The pedestal mounted crane is located on top of an 11'0" x 11'0" x 7'7" welded steel storage building, just forward of amidships. The storage building is heavily framed and 10" "I" beams were noted at the overhead. Vertical framing within the building consists primarily of 1'2" "I" beam and 8" pipe plus smaller framing. Note, window is broken out and missing.
2. The pedestal is approximately 6'0" in diameter on top of the storage building mentioned above and pedestal stands 1'9" above the top of the structure and is also heavily framed.
3. Access to the upper level of the storage building and the crane is to the aft side of the structure and ladder stairway is equipped with a 1 1/2" diameter welded steel handrail pipe.
4. Pedestal storage building is badly weathered and in need of cleaning and painting (gray). Window is broken out and missing.
5. The crane is a model 271-U, serial number 65162 and crane is powered by four cylinder, model 471 diesel engines of General Motors manufacture. The boom is of lattice angle design and is 73'0" in length.
 - a. The boom cables are eight part and are of 5/8" diameter plough steel.

- b. The two pennant wire cables are 1 1/8" in diameter.
 - c. The main hoist line cable is 7/8" in diameter and is a single line and block.
 - d. The jib hoist cable is 3/4" in diameter and is a single cable and block.
 - e. The boom is equipped with two boom stops at the mast.
 - f. The brake bands show signs of moderate wear.
 - g. Crane is equipped with a boom angle indicator and a manufacturer's load radius chart.
 - h. There is a five pound dry chemical fire extinguisher in the operator's cab.
 - i. Crane has been certified on behalf of the United States Department of Labor - OSHA and is rated at six tons at 50°.
2. Crane is in good working order as far as can be determined and is believed to be of 1958 vintage.

Note: Name plate does not state date of manufacture.

Deck Fittings:

1. Deck fittings consist of the following:
 - a. There are five single bitts with cross arm to port and starboard sides of the hull.
 - b. There is a single bitt with cross arm at centerline of the bow rake deck and also the stern deck.
 - c. There is a 1'0" diameter deck button to starboard side of the hull (only).
 - d. All hull void compartment access hatches are of the quarter turn, flush deck, interlocking type.
2. The starboard number three single bitt is missing.

3. The starboard number two hull void compartment access hatch is missing and has temporarily been replaced with a plywood and rubber cover.
4. With the exception of items "2" and "3" mentioned above, all deck fittings and doubler plates attached thereto were found to be generally in good order.

General:

1. Subject unit appears to be serviceable and in fair to good condition on this date, except as may otherwise be mentioned in this report.
2. Any items not included in this report were assumed to be normal wear and tear of this unit and were of a minor nature and not necessary in the computation of the Appraisal and Valuation.
3. Thickness of the bottom plating cannot be determined without drilling and/or ultrasonically gauging.