



# Alaska Survey Associates, L.L.C.

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0	August 13, 2023	Final Report	MT	MT	MT
Rev.	Date	Reason for Issue	Author	Check	Approver
		ASA LLC Doc. Title	0527202301HM		
		ASA LLC Ref No.	Holmes, Weddle and Barcott 999 3rd Ave #2600, Seattle, WA 98104		
		Client Ref No.	596518		
<a href="http://www.globalmarinesurveys.com">www.globalmarinesurveys.com</a>					

# SURVEY SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

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Client Number : 0527202301HM

Type of Survey : Hull & Machinery

Date of Survey : 5/27/2023

Official USCG Identification Number (Official : ) : 596518

IMO Number:7802627

ABS Tonnage Certificate January 25, 1995

ABS International Tonnage Certificate January 25, 1995

ABS Voluntary SMS Certificate August 21, 2020

ABS Survey of Compliance Sub Chapter M August 21, 2020

Towing SMS Certificate June 20, 2018

ABS Voluntary Document of Compliance May 2, 2017

USCG Certificate of Inspection Expires June 8, 2027

USCG Certificate of Documentation: June 30, 2024

Overall Vessel Rating : Good Condition

Registered Owner(s) : Yak Lumber Inc

Owners Address of Owners: 747 Ocean Cape Road Yakutat, Alaska

99689 Place of Survey : Cordova Alaska City Dock

Make / Model of Vessel : Ocean Tug

Builder : McDermott

Hailing Port : Yakutat, Alaska

Year Built : 1978

Gross Tons : 149 GRT

Net Tons : 101 NRT

Greatest Beam : 32'

Greatest Depth : 15' 3"

Registered Length Overall (LOA) : 99'. 1"

Hull Material : Steel

Type : Full Displacement Hull

Propulsion Type : Diesel Reduction

Engine Location and Hours : Port Main : 6,669 Hours Reported

Engine Location and Hours : Starboard Main : 6,999 Hours Reported Engine

Location and Hours : Port Generator : 14,338 Hours Reported Engine

Reported Location and Hours : Starboard Generator : 14,365 Hours Reported

Intended Use : Commercial Sub Chapter M

Intended Use Area : Oceans

Last Dry Dock : 5/6/2022

Reason for Dry Dock : Regulatory

## Scope of Survey

Acting on the request of Holmes, Weddle and Barcott, a Hull and Machinery Survey was contracted on May 27, 2023 in Cordova, Alaska. This survey was conducted in accordance with applicable USCG applicable regulations, ABYC and NFPA standards. This vessel was surveyed without removal of any parts, such as fittings, screwed or nailed boards, welded plate, inspection under or behind fuel, water or sewage tanks, anchors, chain, fixed partitions, instruments, clothing, spare parts or miscellaneous materials in bilge's, lockers and or any other fixed or semi-fixed items. Inaccessible areas also precluded inspection.

Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above date and is the unbiased opinion of Captain Michael Terminel, but it is not to be considered an inventory or a warranty either specified or implied. Owner is advised and it is recommended to search all areas of his vessel routinely to identify any areas in need of maintenance and repair.

Present during the survey was attending surveyor Captain Michael Terminel Accredited Marine Surveyor with A.S.A. and Dean Kasischke captain of the vessel. The USCG Official : # 596518 was observed on the hull inscribed by manufacturer. A sea trial was not performed. Purpose of the survey was to ascertain Hull and Machinery Condition of said vessel. DC and AC power was used to "Power Up" installed systems. No information was ascertained or shall be construed to the internal condition of the main engines and generators were started, tested and run for survey.

### Areas of Inspection:

1. Visual inspection for fatigue or damaged materials, corrosion, painted surfaces, bent plate, leaks and fatigue of accessible portions of the hull, bulkheads, swim step, hull to deck joints, water tight doors, water tight deck hatches decks, windows and seals, awnings, pilot house to deck fastening, bulkheads, longitudinal, transverse members and bilge lubber where applicable.
2. Inspection of accessible portions for cracks, fatigue and corrosion of the shafts, shaft couplings, rudders, out drives, packing glands, cutlass bearings, propellers, zinc's and steering quadrants where applicable.
3. Visual inspection of accessible portions of the electrical systems, 12 vdc panels, 120 vac, isolators, amp meters, transformers, distribution panels, generator panel switchboard, shore connection. Electrical wiring was copper strand tinned wire where applicable.
4. Inspection of interior seating, rest rooms, staterooms, bunks, Vee Berth galley, storage areas and wash rooms.
5. Inspection of vessels safety rails, ladders, hand rails, nonskid interior decks and weather decks where applicable.
6. Inspection of accessible internal areas of bilge for fractures, cracks, defects, clogs and debris where applicable.
7. Inspection of accessible and below the waterline through-hull fittings, valves, check valves, hoses and clamps where applicable.
8. Inspection of engines for leaks, broken components, fluid levels, engine belts, sea strainers, fuel filters, motor mounts, hoses, and electrical connections where applicable.
9. Inspection of fitted navigation bridge electronics, antennas and installation where applicable.
10. Inspection of vessels propulsion and generators where applicable.
11. Inspection of USCG safety equipment to life jackets (Type 1,2,3) , survival suits, ring buoys, EPIRBS, life rafts, throw able (Type 4) sound signals, strobe lights, visual distress signals, VHF radios, carbon monoxide, smoke detectors, portable and fixed fire fighting extinguishers systems where applicable.
12. Inspection of fuel tanks, waste and water tanks, to include inspection of associated water, fuel and sanitation pumps, hose, valves, vents, clamps and fittings.
13. USCG required Publications , Light List, Tidal and Current Tables, Rules of the Road, Official Logbook, FCC Licenses, Coast Pilot #9 and MARPOL, Emergency Radio, USCG Oil Discharge, Crew Injury and Zero Tolerance Placards where applicable.
14. Vessels USCG required navigational lights required by COLREGS

## Walk Through Inspection Overview

The vessel Tug Kimberly C was inspected on May 27th, 2023 under rainy conditions, in Cordova Alaska at the state of Alaska City Ferry Terminal Dock. The vessel was currently in the water, so an out of water survey was not possible. The vessel was previously inspected in Seattle Washington in dry dock in 2022. The owners did not want to open any tanks or voids for the is survey and was strictly a external inspection, The vessels Hull and Machinery were inspected for condition.

The Bridge was inspected and found to be in very good condition. The steel structure of the house was inspected and found to be in good condition. Very little surface rust was found. Metal appears to be .225" plate steel that is welded to the lower structure. Electronics were tested and found serviceable and operational. The condition of the interior was in very good condition. Floors, ceiling, walls, upholstery, dash and counters were all found in clean well-maintained condition. The glass wind shields, and window frames were found leak free and in good, maintained condition. A top the pilot house the main mast was inspected and found in good condition. The antennas, radar, navigational lights, flood lights and navigational instruments were all found in good condition and serviceable. The steel mast was found in good condition with some areas of rust and corrosion starting but not nothing uncommon. Aft of the mast is the vessels air handlers for the accommodation spaces. The air handlers were all found in good serviceable condition.

The vessels paperwork was inspected and compared to a vessel in its regulatory requirements to be in compliance with the USCG and ABS. Required documents can be found on page 12 and 13 of this report with respected issue and expiration dates. The vessel was found to be holding an expired USCG Certificate of Documentation that was in the process of being renewed and has been issued and documented in the USCG PSIX website. As of the date of this survey the vessel is in compliance. The vessels USCG COI complies under Sub Chapter M.

Moving down from the pilot house from the port side stairs is the master stateroom with marine head and shower, the next deck down also holds several staterooms. The watertight doors were found in good condition. The doors still had the chalk from testing and appeared all watertight. The staterooms are a combination Formica and wood construction from the steel frame. The interior crew living quarters were found well maintained and in good serviceable condition. The main deck holds the galley, mess and another communal marine head. All were found in good serviceable condition.

Moving aft on the main deck is the Fidley. The Fidley holds the laundry facility, Detroit diesel hydraulic PTO for the tow winch. The engine and PTO were run, and the tow winch was found in operational condition. There is a CO2 bank starboard side for the fixed engine room fire protection system.

Moving down the ladder gains access to the engine room. The engine room was found in a very neat and clean condition. The engines were all wiped down and extremely clean with no signs of leaking oil. The engines and generators were all run and performed without issue. A machinery inspection was completed in 2020 and I have no reason to believe any conditions have changed from those inspection. The fuel, water, ballast header systems were all labeled, and valves functioned properly. The only issue that I have is no locks were on the sewage and bilge discharge overboard valves. This should be a mandatory company requirement. Bilges were extremely clean and no oil present. The main switchboard was found in good condition, clean and well labeled. I did not see any makeshift wiring or anything that was not up to USCG requirements. It was very well maintained. The tanks on board were not accessible during this inspection. The fuel soundings, lube oil sounding and water sounding were all consistent with their daily operations. The hatches were inspected on deck and in the engine spaces and found to be all fluid tight and no leaks noted. The ABS tank summary from 2022 is included in this report.

The decks were inspected and found in good condition. Some surface rust noted. The back deck in the area of the stern pins and Deadman was found in good condition. It is reported that the starboard and port side bulwarks will be replaced in the next dry dock period. At this time, they looked in serviceable condition but worn. The bow condition appeared in good condition. The anchor windlass was found in good condition and not much use noted. The bulwarks and anchor hawsepipe looked well maintained. All exterior doors were inspected, and the rubber gaskets were all in place and form fitted. The doors were adjusted, and all dogs were operational. The hull to just below the water line was inspected 360° around the vessel. The hull was found to be consistent with a vessel it's age. Minor dents and dings as expected. No large, damaged frames were noted, and no breach of any steel plate was noted. The bow puddings (crash guards) were in place and found in good condition. The mounted tires to teh port and starboard side were found in good condition.

The Intercon tow winch ( Model # DD225) was found in serviceable condition. There is no bollard pull test information available on the vessel or winch. These older tow winches are work horses and rarely fail. The winch had a reported 6,102 feet of 2" wire with a breaking strength of 194 long tons. That was in fair to worn condition. Some wear is noted on the outer layer of the wire from rubbing on the transom The jewelry for towing Gear was all purchased and certificated in 2019.

## Comparison of May 27, 2023 and May 2020 Description of Survey

The Kimberly C is a 99'1" x 32' x 15' 3" steel constructed ocean going tug built in Amelia Louisiana in 1978. It has a United States Certificate of Documentation # of 596518 and an IMO # of 7802627. It has a modified bow with built in fendering and a bow pudding. It has a low profile moving aft with a towing stern with stern roller. The hull was inspected in the water alongside the Barge Yak 250 in Cordova Alaska on May 27th, 2023. The vessel bottom above the waterline was in fair condition. All below the waterline equipment and fittings were not visually inspected. They were inspected on a prior inspection in 2020. The following is an overall review of what was noted. The keel coolers are recessed in the hull port and starboard also not visible. The anodes in the sea bays where the keel coolers were located were at 20% depleted. The vessel has seven keel coolers. Two each for the main engine port and starboard, one for each generator and one for the main towing winch. The starboard propeller was installed and was a four bladed stainless steel propeller. The shafts are 9.5" stainless steel that are fiberglass wrapped in the engine room. The rudders were inspected and found in good condition. The rudder shafts are stainless as well and the cutlass bearing were inspected by the shipyard and reported as in tolerance. An Ultrasonic Hull Testing was completed by International Inspection in March of 2020. The report was reviewed in full and found to be comprehensive and all recommended steel was reportedly replaced. It is reported that any steel that was found to be near the USCG requirement of 25% wastage was replaced. There were several sea chest that were inspected aft starboard side and forward on the starboard side and were found in serviceable condition. The hull in general was in very good condition for a vessel built in 1978. The vessel was equipped with two half pipe rub rails and three aft for hip ups. The transom was also fitted with installed fendering system just below the gunnel. The bulwarks were in good condition. It is reported that the tire on the port and starboard side are being replaced.

Starting aft on the back deck the three towing pins are above the main deck elevated about 3'. The vessel is fit with twin rolling chocks port and starboard. Approximate centerline the vessel has a wire hook to secure the hook for deck safety. Forward is a welded pipe (staple) for the dead man. Port and starboard the vessel has two bits. The main towing winch is fit forward on the back deck. The main tow drum is to port with an approximate 2000' of 2" wire that was just pull tested by Woods Acquisition to a Break Load of 396,000 lbs. The fidley is entered to port of the drum winch. Moving forward down the port or starboard side is a passage to the bow on an open deck. Forward of the house is another set of bit's port and starboard with the bow having a H Bit fit. The decks are painted with a non-skid surface in fair condition.

Moving inside the fidley the 671 Detroit diesel is fit aft to power the towing winch. The fidley house the vessels laundry and has a couple extra freezers for the vessel crew. Approximately centerline the vessel has a ladder down to the engine room. Forward in the engine the vessels 480/208 and 120 distribution generator panel is located. To port and starboard the vessels John Deere 65 kW generators are fit. To port is the vessels potable water system and to starboard is the MSD system.

Moving down the starboard side vessels ballast water system is fit with two fire pumps with CCE 20 Barnes pumps. Aft of the manifold is the pre-lube pumps and in the starboard aft engine room is the hydraulics motor for the tow pins. Moving down the port outboard side is the fuel manifold system with two ICU 20 Barnes

## Comparison of May 27, 2023 and May 2020 Description of Survey

pumps and the port pre lube pump is fit. Moving aft the vessel is fit with two Quincy air compressors and the twin air receiver tanks are fit to the overhead on the port side. Aft in the engine room is the steering pumps and rudder angle indicator. Both shaft packings are visible port and starboard aft and were found in good condition.

The main engines are EMD 12-645 E2 port and starboard with Lufkin Reduction Gears. The engines have just undergone a inspection in Fort Pierce Florida and found to be in good condition and with relatively low wear. I have reviewed the report and found the report to be credible and satisfactory. The only difference noted was the port gear is still working on the OEM mechanical lube pump where the starboard has an electrical pump added. I would recommend adding an electric to the port and carrying a spare. The decks are aluminum diamond plate and in good condition. Lighting was acceptable and electrical outlets were tested for grounds. The starboard side mid ship 110 vac outlet was found non-operational.

Back up the ladder on the main deck moving forward through the Fidley you enter the house. The galley is to starboard aft bulkhead with a commercial grade reach in freezer refrigerator combo and a 48 vac stove oven combo. Forward the microwave and sink is located. To the port side is a large dinette settee with a U-Shaped seating for at least 7. It has a Formica top and the seating is constructed of a marine grade material in very good condition. Moving forward centerline to port and starboard are two marine heads with showers, sinks and flushing toilets. Moving forward up the companionway T's off to the port and starboard. At the end of the hall are two staterooms both port and starboard side. Outboard in the companion ways are two watertight doors to the main deck.

Moving back to the galley to starboard in the interior ladder to the 01 deck. The 01 deck is comprised of the master state room that is accessed to the port side. Forward of the stateroom is an electronics space with an air handler and various electrical and electronic equipment for ships use. The stairs to the bridge to port. Up the stairs a 208/120 panel is located for bridge and various electrical components. The master's chair is centerline with engine controls and steering located port and starboard wings. The radars, plotters, radios, and associated electronics were tested and found operational and appropriate for the vessel.

The 01 deck aft is accessed from a ladder aft near the Fidley entrance. The 01 deck aft is equipped with a steering station and engine room ventilation vents port and starboard. The stack is centerline with a second air handler forward of the stack. The top of the pilot house is accessed from the 01 deck. The top of the pilot house is fit with VHF antennas, spotlights, GPS receivers and AIS receivers. The mast and mast base was inspected and found in good condition. The vessels tow lights and navigation lights were found in good condition and serviceable.

The vessel is fit with six fuel service tanks with a total of 54,245 usg capacity. Two tanks aft of the engine room, two forward of the engine room, two day tanks and an overflow tank. The Ballast water is fit in seven tanks with a capacity of 93,300 usg. There are two wrap around aft peaks, two aft wing tanks, a forepeak and two forward wing tanks. There are two wing potable tanks with 4686 usg capacity forward in the engine room. See the attached drawing in this report for specifics, location and volumes on tanks.

## OBSERVATIONS, RECOMMENDATIONS AND REGULATORY SUMMARY

REPORT Vessel: Kimberly C

Official : 596518

### Observations:

- Vessel has current compass deviation card Dated 6/2021
- Wiring in vessel appeared to be copper tinned wire installed to USCG requirements
- Electronics were tested and found in operational condition
- Safety equipment was inspected and found in operational condition
- Life jackets were found in satisfactory condition
- Interior of vessel was found serviceable and well cared for condition
- Decks were found non-skidded and in good serviceable condition
- Tow wire was just pull tested. Needs to have thimble installed to bitter end of wire
- Tow pins are reported to have been recently overhauled and in serviceable condition
- Fendering was found in good condition and serviceable on bow and stern
- Engine report was found favorable and credible
- Ultrasonic Testing report was found supportive with findings observed on May 7th, 2022.

### Recommendations:

- Recommend adding lock and chain to Sewage Overboard discharge valve
- Recommend removing all portable heaters from vessel. Extreme fire hazard noted.
- Recommend extending current mat under main engine room electrical panel so operator is insulated
- Recommend adding SWL to all bits and towing pad eyes
- Tow wire is starting to show signs of wear on outer jacket wires. Recommend sending section in for testing.
- CO2 Locker in Fidley aft of galley has rain coats and miscellaneous equipment stored in front of inspection hatch. Recommend removing extra equipment to allow easy access in case of emergency or fire.
- Fire extinguishers in staterooms have clothes and miscellaneous items stored on them . Recommend removing all clothes and miscellaneous item off of extinguishers for easy access in case of emergency.

### USCG or State of Alaska Regulatory

#### Corrective Actions needed before next sailing

- Fire Extinguishers and CO2 System need annual service per USCG Sub Chapter M Service. Recommend scheduling prior to departure from Cordova area
- USCG MSSLE # 7465869 No Evidence that Sound Power Phones were found operational or provide hand held communication until repaired (USCG given an option to have handheld radios until repaired. I saw evidence of handheld radios during inspection)
- USCG MSSLE # 7465869 Provide one additional Line Throwing appliance charge.(This has been provided)

# LIFE SAVING APPLICATIONS SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

Vessel ID:  
371

Location:

Vessel Model:  
Ocean Tug

Owner Name:  
Yak Timber Inc

Purpose:  
Comemrcial Towing Sub Chapter M

## Back Board

Date	Location	Condition	Type	Qty
05/27/2023	Fidley	Serviceable	Stokes	1

## CO / Smoke Detector

Date	Location	Condition	Type	Qty
05/27/2023	Throughout	Serviceable	CO/Smoke	Req

## CO2 System

Date	Location	Condition	Type	Qty
05/27/2023	Fidley	Serviceable	800 lb lb.	4

## EPIRB

Date	Location	Condition	Type	Qty
05/27/2023	01 Deck	Serviceable	Cat 1	1

## Fire Extinguishers

Date	Location	Condition	Type	Qty
05/27/2023	Throughout	Serviceable	40 LB B2	6

## Fire Hose 50', Nozzle, Spanner

Date	Location	Condition	Type	Qty
05/27/2023	Main Deck	Serviceable	50' 1.5"	2

## First Aid Kit

Date	Location	Condition	Type	Qty
05/27/2023	Bridge	Serviceable	Marine	1

## Life Jackets

Date	Location	Condition	Type	Qty
05/27/2023	Throughout	Serviceable	Type 1	10



# LIFE SAVING APPLICATIONS SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

## Life Rafts

Date	Location	Condition	Type	Qty
05/27/2023	01 Deck	Serviceable	SOLAS A	10

## Lifne Throwing Gun

Date	Location	Condition	Type	Qty
05/27/2023	Bridge	Serviceable	SOLAS A	1

## Survival Suits

Date	Location	Condition	Type	Qty
05/27/2023	Throughout Vessel	Serviceable	Immersion	10

## Throwables

Date	Location	Condition	Type	Qty
05/27/2023	Main Deck	Serviceable	Ring	4

## USCG Navigation Lights

Date	Location	Condition	Type	Qty
05/27/2023	Mast	Serviceable	Towing Vessel	Req

## USCG Required Flare Kit

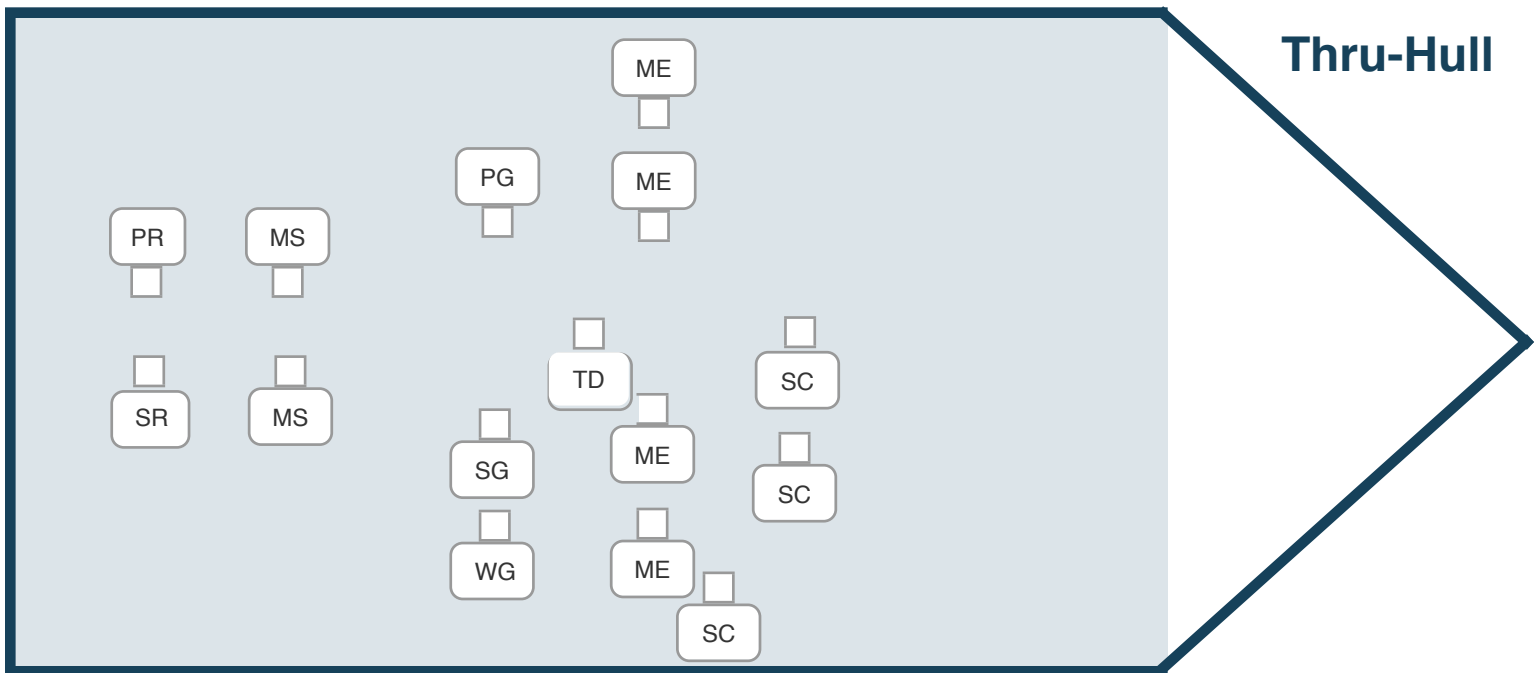
Date	Location	Condition	Type	Qty
05/27/2023	Bridge	Serviceable	Hand, Rocket, Smoke	22

## USCG Sound Signal Device

Date	Location	Condition	Type	Qty
05/27/2023	Top of Pilot house	Serviceable	Air and Elect	1

# THRU HULL REPORT

Red X indicates inoperable item.



Abbreviation	Description
ME1	Port Main Engine Keel Coolers
PG	Port Generator Keel Cooler
SG	Starboard Generator Keel Cooler
WG	Winch Generator
ME2	Starboard Main Engine Keel Coolers
SC	Sea Chest
TD	Transducer
MS	Main Shaft Penetration
PR	Port Rudder
SR	Starboard Rudder

Note

All thru hull fittings were inspected and found to be in good condition and serviceable. Nothing in this reports relieves the operator of inspecting all thru hull fittings prior to departing and harbor of safe refuge or dockside.

Material

Steel through hull piping is all hard piped and welded

Type

Ball and Gate Valves

Condition

Serviceable and Operational



**VESSEL STATUS REPORT WITH ASSET LISTING**

**KIMBERLY C**

CLASS NUMBER: 7809538

IMO Number: 7802627

In Operation, Active,  
Date of Report: 5 Jul 2022

**Vessel Assets Listing**

**Compartments - Conditions**

**Tank**

ASSETUID	Asset Name	Function	Overall Coating Condition	Coating Type	Last Coating Exam	Means of Heating
15096513	Aft Peak Tank - P	Ballast	POOR	Hard Coating	28-Jan-2019	
15230289	Aft Peak Tank - S	Ballast	POOR	Hard Coating	28-Jan-2019	
15159726	Ballast Tank 02 P	Ballast	FAIR	Hard Coating	28-Jan-2019	
15159650	Ballast Tank 02 S	Ballast	FAIR	Hard Coating	28-Jan-2019	
15037486	Ballast Tank 03 P	Ballast	POOR	Hard Coating	28-Jan-2019	
15121153	Ballast Tank 03 S	Ballast	POOR	Hard Coating	28-Jan-2019	
15094919	Fore Peak Tank - C	Ballast	POOR	Hard Coating	28-Jan-2019	
15046544	Fuel Oil Day Tank - P	Fuel Oil		Hard Coating		
15256293	Fuel Oil Day Tank - S	Fuel Oil		Hard Coating		
15213231	Fuel Oil Overflow Tank - -	Fuel Oil		Hard Coating		
15096461	Fuel Oil Tank 01 P	Fuel Oil		Hard Coating		
15230207	Fuel Oil Tank 01 S	Fuel Oil		Hard Coating		
15046510	Fuel Oil Tank 02 P	Fuel Oil		Hard Coating		
15256233	Fuel Oil Tank 02 S	Fuel Oil		Hard Coating		
15094856	Lube Oil Tank - C	Lubricating Oil		Hard Coating		
15099001	Lube Oil Tank - P	Lubricating Oil		Hard Coating		
15233604	Lube Oil Tank - S	Lubricating Oil		Hard Coating		
15256041	Potable Water Tank - P	Potable Water	GOOD	Hard Coating	25-May-2015	
15242173	Potable Water Tank - S	Potable Water	GOOD	Hard Coating	25-May-2015	
15063900	Dirty Lube Oil Tank - -	Slop		Hard Coating		
15085090	Oily Water Tank - -	Waste Water		Hard Coating		

**Void**

ASSETUID	Asset Name	Function	Overall Coating Condition	Coating Type	Last Coating Exam	Means of Heating
15063966	Double Bottom Void - -	Void	FAIR	Hard Coating	28-Jan-2019	

**Vessel Survey Summary**

**Statutory Survey**

Survey Name	Due Date	Range Date	Last Survey Date	Last Attending ABS Office	Extended	Status
Annual Load Line Survey 2	12-Apr-2022	12-Jan-2022 - 12-Jul-2022	-	-	-	Due
Renewal Load Line Survey 4	12-Apr-2025	12-Jan-2025 - 12-Apr-2025	-	-	-	Not Due

**SUBM Audits**

Survey Name	Due Date	Range Date	Last Survey Date	Last Attending ABS Office	Extended	Status
Annual Inspection Subchapter M 2	22-Oct-2022	22-Jul-2022 - 22-Jan-2023	-	-	-	Not Due
Drydocking Inspection Subchapter M 2	22-Oct-2023	-	-	-	-	Not Due

**Attendance - In Progress**

Port Office	Report Number	Estimated Last Visit Date	Report Status	Survey Tasks
Seattle Port	5358775	08-Jul-2022	Ready for Attendance	Annual Load Line Survey 2, Survey for Compliance - Statutory

## GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

### Air Compressors

#### Engine Room

(2) Quincy Model # 325L C..C. Basic Part Number # 2020003737 : Inspected and found in serviceable condition

### Air Receivers

#### Pop Offs

(1) Aquatroll 200 psi 8/2021 : Recommend Testing Annually

(1) Apollo 200 psi No test date noted : Recommend Testing Annually

### Anchoring System

#### Anchor

(1) 1500 lb Navy Stockless Anchor : Inspected and found in serviceable condition

(1) 700 lb Danforth Style Anchor : Inspected and found in serviceable condition

#### Anchor Chain

(60') 3" Stud Link Chain : Inspected and found in serviceable condition

### Ballast

#### Engine Room

(8) Valve header System : Inspected and found in serviceable condition

(2) CCE 20 Barnes Centrifugal Pumps : Inspected and found in serviceable condition

### Cabin Appointments

#### 01 Deck

(1) Carrier AC Unit Model # 38AUZA08A0E5A0A0A0 Serial # 0319C9C90923 : Inspected and found in serviceable condition

#### Electronics Room

(1) Carrier Air Handler Air Conditioning Unit Model # 40RR008520 Serial # MC90176 : Inspected and found in serviceable condition

#### Fidley

(1 each) Bosch Model 300 Washer and Dryer : Inspected and found in serviceable condition

(1) Turbo Air Model # M3 Stand Up Freezer : Inspected and found in serviceable condition

#### Pilot House

(3) Forward Windows have Heaters : Inspected and found in serviceable condition

# GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

## Cabin Appointments

### Pilot House

(3) **Forward Windows have Heaters** : Inspected and found in serviceable condition

(1) **Center Wind Shield Wiper** : Inspected and found in serviceable condition

(1) **LeBlanch Helm Seat** : Inspected and found in serviceable condition

**All Windows have pull Down Sun Screen** : Inspected and found in serviceable condition

## Electrical Systems

### Electronics Room

(1) **TS-200 True Sine Wave Inverter** : Inspected and found in serviceable condition

(3) **Banks) 2 each 12 vdc Batteries in Parallel for 24 vdc System** : Inspected and found in serviceable condition

(2) **Newmar Battery Charger Three Stage Smart Charger 24/30/3 PT-24-4501** : Inspected and found in serviceable condition

### Engine Room

(1) **Phase Three Three Stage Smart Charger PT40U** : Inspected and found in serviceable condition

(1) **Point Eight Style 460/208/120 Power Distribution Panel** : Inspected and found in serviceable condition

### Main Cabin

(2) **120 vac and 208 vac Power Distribution Panels in Main Cabin** : Inspected and found in serviceable condition

### Pilot House

(1) **Blue Seas Distribution Surge protected 24 vdc M2 Panel** : Inspected and found in serviceable condition

(1) **Blue Seas Distribution Surge protected 12 VDC M2 Panel** : Inspected and found in serviceable condition

(1) **Blue Seas Distribution Surge protected 120 vac M2 Panel** : Inspected and found in serviceable condition

(2) **120 vac and 208 vac Power Distribution Panels in Bridge** : Inspected and found in serviceable condition

### Port Generator

(1) **John Deere Model # 4045TFM85 Serial # PE4045L936492 480 VAC 60 HZ 65 kW** : Inspected and found in serviceable condition, See engine data report

# GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

## Electrical Systems

### Starboard Generator

(1) John Deere Model # 4045TFM85 Serial # PE4045L93631 480 VAC 60 HZ 65 kW : Inspected and found in serviceable condition, See engine data report

## Electronics and Navigation Equipment

### Electronics Room

(1) Furuno Processor RPU-024 Serial # 1000-3710-6760 : Inspected and found in serviceable condition

(1) Furuno AIS Interface Model # IF-1500AIS Serial # 001331 : Inspected and found in serviceable condition

(1) Furuno BNWAS BR-500 Serial # 6428-3427 : Inspected and found in serviceable condition

(1) Master Volt Charge Master 24/30/3 : Inspected and found in serviceable condition

### Pilot House

(1) Furuno Radar RCU 028 Serial # 106771 : Inspected and found in serviceable condition

(1) Simrad Autopilot : Inspected and found in serviceable condition

(1) Furuno Marine Radar RDP 150 Serial # 4347-9320 : Inspected and found in serviceable condition

(3) Standard Horizon VHF Model # GX5500S Quantum Radios : Inspected and found in serviceable condition

(1) BNWAS Bridge Alert System Furuno BR-560 : Inspected and found in serviceable condition

(1) Furuno FCV 6 : Inspected and found in serviceable condition

(1) Furuno GPS GP-31 Navigator : Inspected and found in serviceable condition

(1) Furuno AIS FA-150 : Inspected and found in serviceable condition

(1) Furuno Satellite Compass : Inspected and found in serviceable condition

(1) Furuno BNWAS BR-150 : Inspected and found in serviceable condition

### Top of Pilot House

(2) Furuno Radar Scanners : Inspected and found in serviceable condition

(3) VHF Antennas : Inspected and found in serviceable condition

(1) Furuno AIS Receiver : Inspected and found in serviceable condition

(1) Furuno GPS Receiver : Inspected and found in serviceable condition

## Engine Controls

### Pilot House

(2) Sets of Mathers Air Control Engine Control Stations : Inspected and found in serviceable condition

# GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

## Engine Equipment

### Engine Room

(2) Pre Lube Pumps Roper Model 3 P2-01219 : Inspected and found in serviceable condition

(2) 300 usg Air Receiver Tanks : Inspected and found in serviceable condition

### Tow Winch

(1) Allison Transmission for 671 Diesel Model 5630 or 5631 : Inspected and found in serviceable condition

## Entertainment System

### Main Cabin

(1) Samsung 40" Color TV : Inspected and found in serviceable condition

## Fire Pumps

### Electronics Room

(2) CCE 20 Barnes centrifugal Pumps : Inspected and found in serviceable condition

## Fresh Water System

### Engine Room

(1) Rheem Water Heater 50 usg Model # A211807595 Serial # MA502 45 C : Inspected and found in serviceable condition

(1) US Watermaker Model # 1200 : Inspected and found in serviceable condition

(2) Potable Water Pumps Franklin Model # FP05C1-C Serial 91140005 : One pump was disconnect the other was found operational

## Fuel System

### Electronics Room

(2) Each Main Engine Model # 75000 FHX Racor Fuel Filters : Inspected and found in serviceable condition

### Engine Room

(2) Each Generator Racor fuel Filter 75/1000 FGX : Inspected and found in serviceable condition

(1) Alfa Laval Fuel Centrifuge Model 3 MBA 103B -24 : Currently being overhauled by MSI in Seattle

(2) CCE 20 Barnes centrifugal Pumps : Inspected and found in serviceable condition

(16) Valve header System : Inspected and found in serviceable condition



## GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

### Galley

#### 01 Deck

(1) **Full Size Chest freezer** : Inspected and found in serviceable condition

#### Main Cabin

(1) **Cospolich Reach In Model # R20120 -211 AD S Serial # 906467** : Inspected and found in serviceable condition

(1) **Panasonic Microwave 1000 watt** : Inspected and found in serviceable condition

(1) **Lang 40 vac Stove and Oven Model # RH36 36S** : Inspected and found in serviceable condition

(1) **Stainless Single Basin Sink** : Inspected and found in serviceable condition

(1) **Dinette Settee with Marine Grade Cushions and Formica Table for 7** : Inspected and found in serviceable condition

### Hull, Deck and Superstructure

#### Back Deck

(2) **Sets of Bollards port and starboard aft of house** : Inspected and found in serviceable condition

(2) **Sets of Bollards port and starboard fwd of house** : Inspected and found in serviceable condition

#### Bow Deck

(2) **Ship and Barge Docking Pads Port and Starboard** : Inspected and found in serviceable condition

#### Hull Construction

(1) **Bow Fixed Pudding** : Inspected and found in serviceable condition

(2) **Half Pipe Rub Rails (3) Half Pipe Rub Rails aft** : Inspected and found in serviceable condition

(24) **New Tires to be added to vessel** : Inspected and found in serviceable condition

(1) **Bow H Bitt** : Inspected and found in serviceable condition

(1) **Stern Roller** : Inspected and found in serviceable condition

### Hydraulic System

#### Tow Pins

(1) **Hystart Model # MPW-01-20** : Inspected and found in serviceable condition

### Lighting

#### Back Deck

(1) **LED Back Deck Light** : Inspected and found in serviceable condition



# GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

## Lighting

### Pilot House

(2) **120 vac Ceiling Lights** : Inspected and found in serviceable condition

## Propulsion

### Engine Room

(2) **Conventional Bronze Packing Glands** : Inspected and found in serviceable condition

### Main Shafts

(2) **9.5" Stainless Steel Shafts with interior fiberglass wrap** : Inspected and found in serviceable condition

### Port Main Engine

(1) **Detroit Diesel Model # 12-645-E2 Serial # 74-F1-1041 AB-88HS- 52528-1083** : Inspected and found in serviceable condition

### Port Reduction Gear

(1) **Lufkin Model # RHS2120 Serial # 1440 Max hp 1260** : Inspected and found in serviceable condition

### Propellers

(2) **Four Bladed Stainless Propellers** : Inspected and found in serviceable condition

### Starboard Reduction Gear

(1) **Lufkin Model # RHS2120 Serial # 1260 Max hp 1260** : Inspected and found in serviceable condition

### Starboard Main Engine

(1) **Detroit Diesel Model # 12-645E2 Serial # 74-F1-1073 AB-88HS- 52516-** : Inspected and found in serviceable condition

## Safety Equipment

### Engine Room

(1) **Sound Powered Phone Henschel Corporate** : Inspected and found in serviceable condition

(1) **Guest 10 amp Battery Charger for General Alarm** : Inspected and found in serviceable condition

### Galley

(1) **Sound Powered Phone Henschel Corporation** : Inspected and found in serviceable condition

### Main Cabin

(1) **General Alarm with various Pull Stations** : Inspected and found in serviceable condition

# GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C

Official : 596518

## Safety Equipment

### Fidley

(1) **General Alarm Pull** : Inspected and found in serviceable condition

### Master Stateroom

(1) **Sound Powered Phone Henschel Corporate** : Inspected and found in serviceable condition

### Pilot House

**Closed Circuit TV and Monitor in Bridge** : Inspected and found in serviceable condition

(1) **Sound Powered Phone Henschel Corporate** : Inspected and found in serviceable condition

### Outside Fidley

(1) **Remote C02 Station** : Inspected and found in serviceable condition

### Top of Pilot House

(2) **Spot Lights** : Inspected and found in serviceable condition

## Sanitation

### Engine Room

(1) **A Head Tank MSD System Model 3 6T USCG Approval # 9971 21 m3 a day** : Inspected and found in serviceable condition

## Steering System

### 01 Deck

**Steering Station aft 01 Deck** : Inspected and found in serviceable condition

### Pilot House

(3) **Simrad R125 Rudder Angle Indicators** : Inspected and found in serviceable condition

## Towing

### Back Deck

(3) **Hydraulic Tow Pins** : Inspected and found in serviceable condition

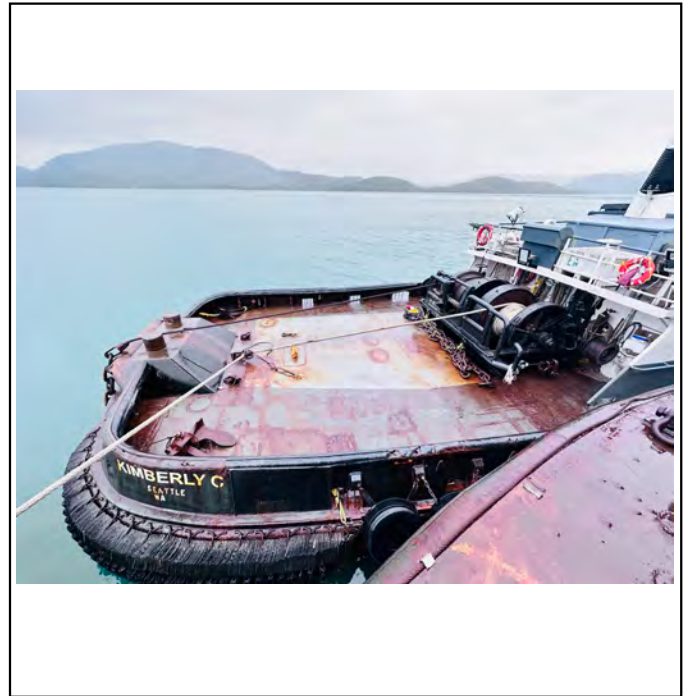
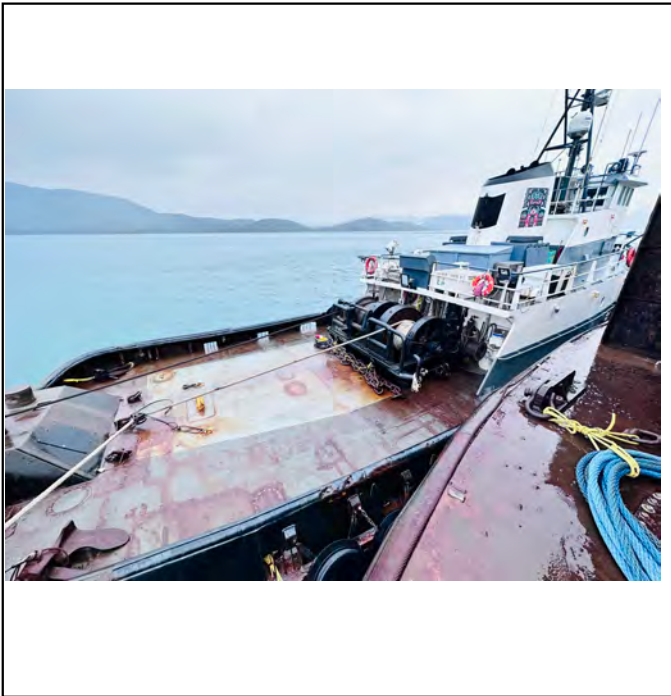
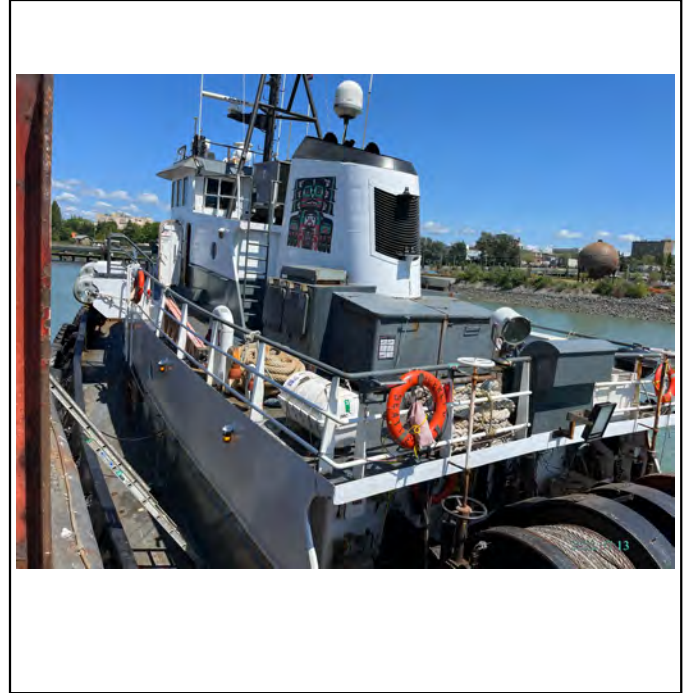
(1) **Deck Panama Chock for Deadman** : Inspected and found in serviceable condition

(1) **Towing Wire Hook** : Inspected and found in serviceable condition

### Twin Drum

(1) **Intercon Tow Winch HSW-30 DD25 Fixed Ratio 29.8:1 30 HP at 1800 RPM, 27 gpm 2750 psi relief:** Inspected and found in serviceable condition

# Hull and Deck Photos

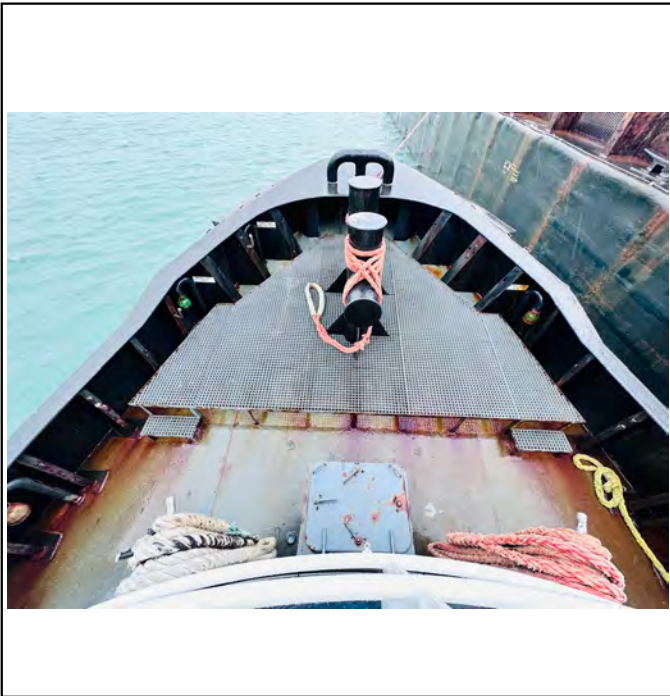
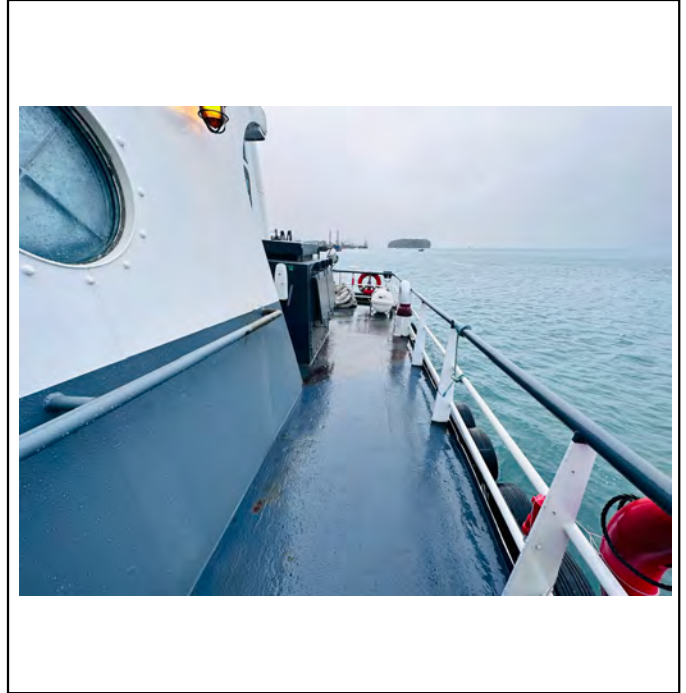
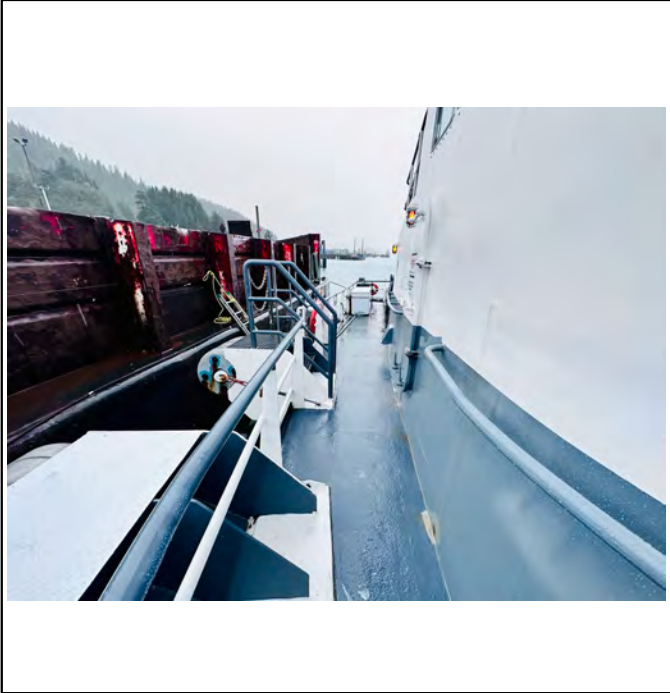




# Hull and Deck Photos

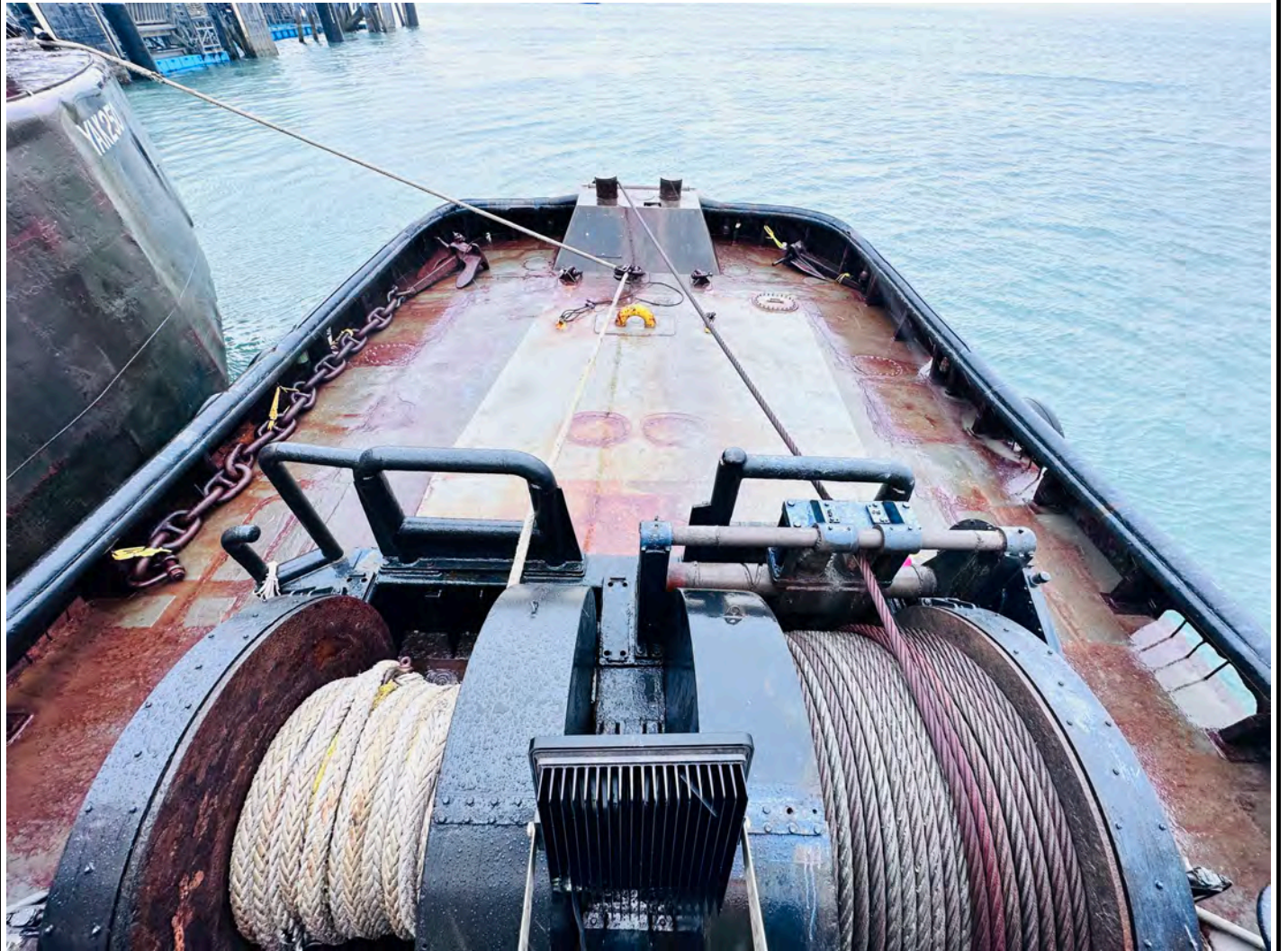


# Hull and Deck Photos





# Hull and Deck Photos



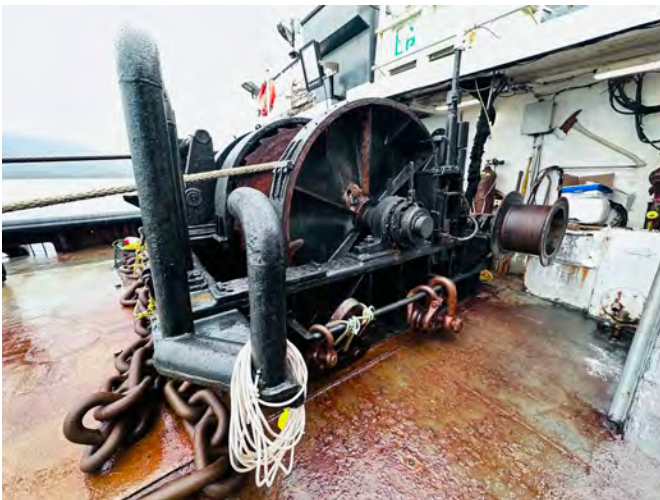


# Tow Gear and Winch



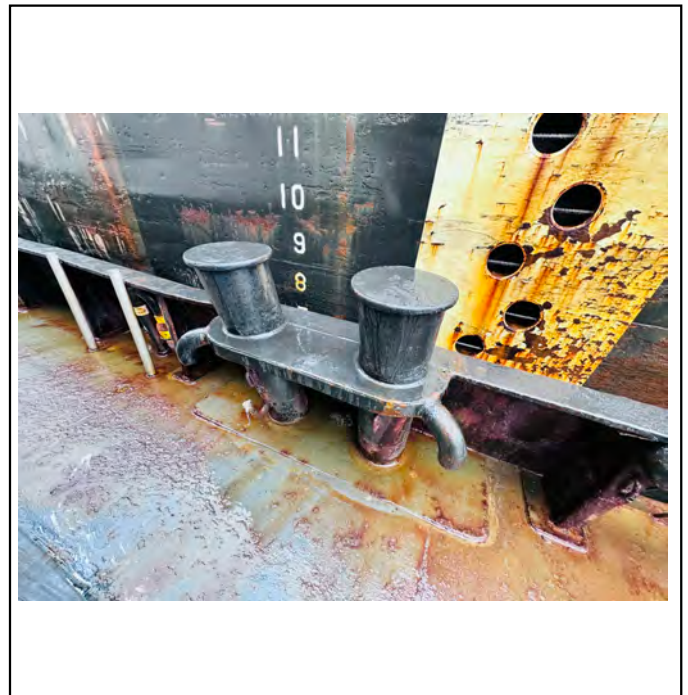
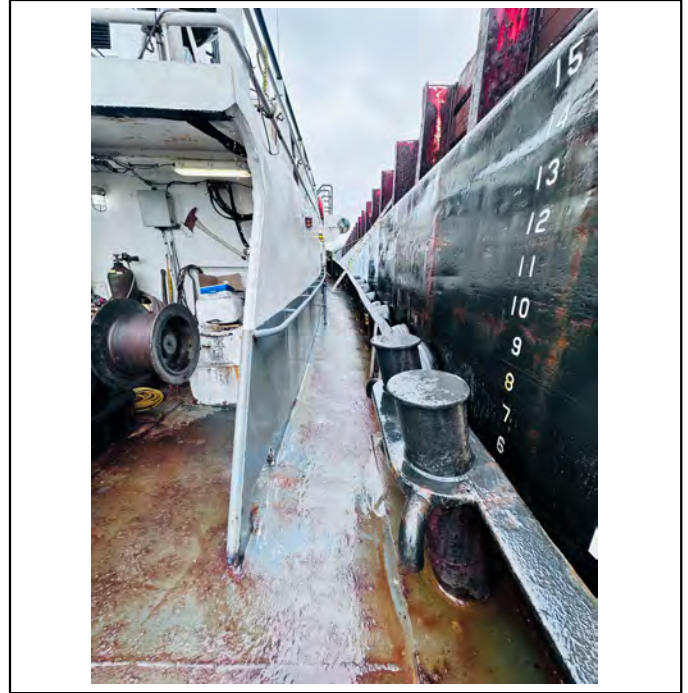
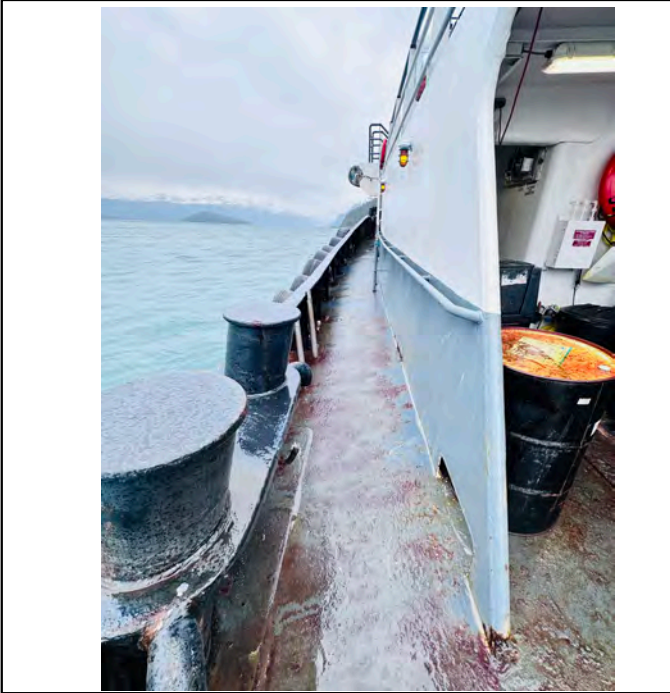


# Tow Winch Photos

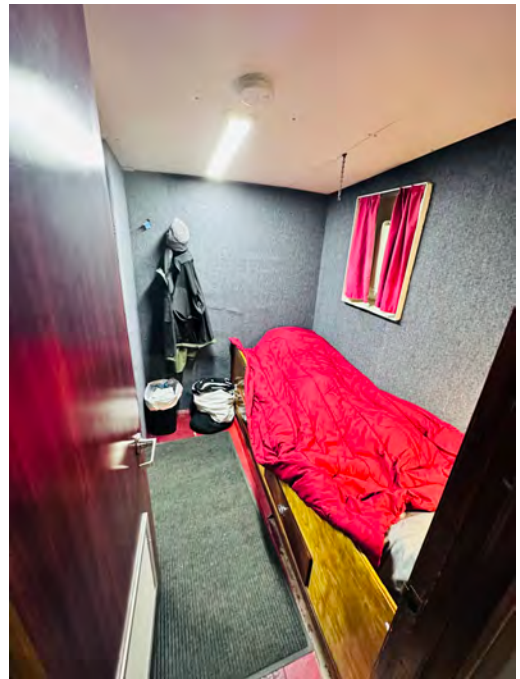
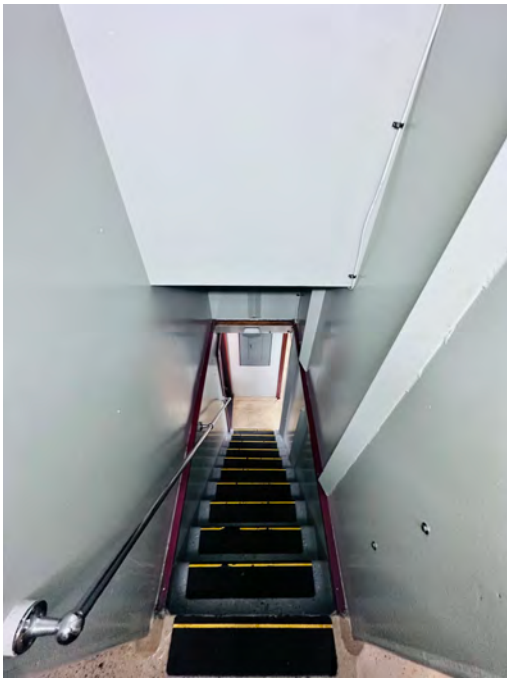




# Hull and Deck Photos

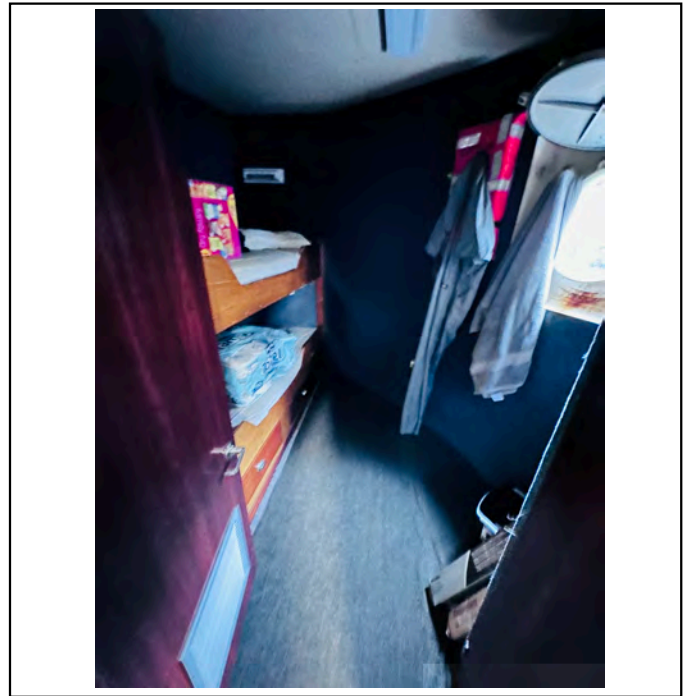
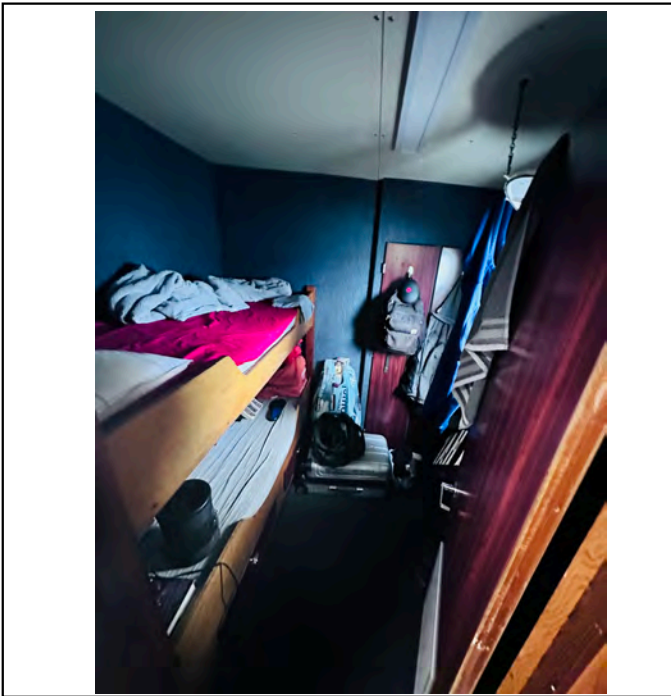
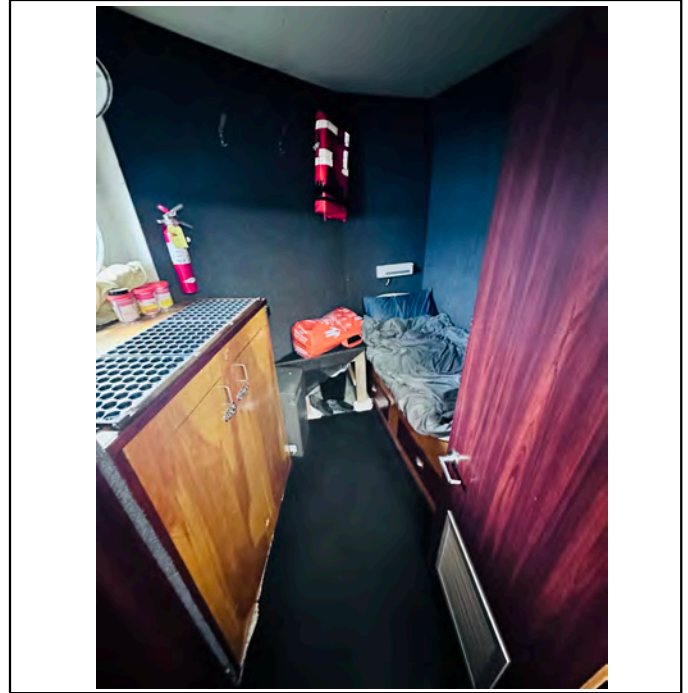
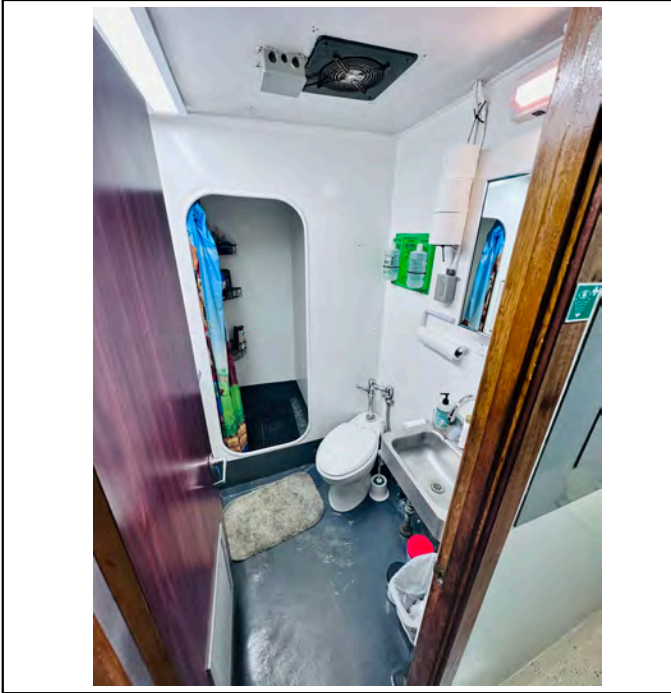


# Bridge and Cabin Photos

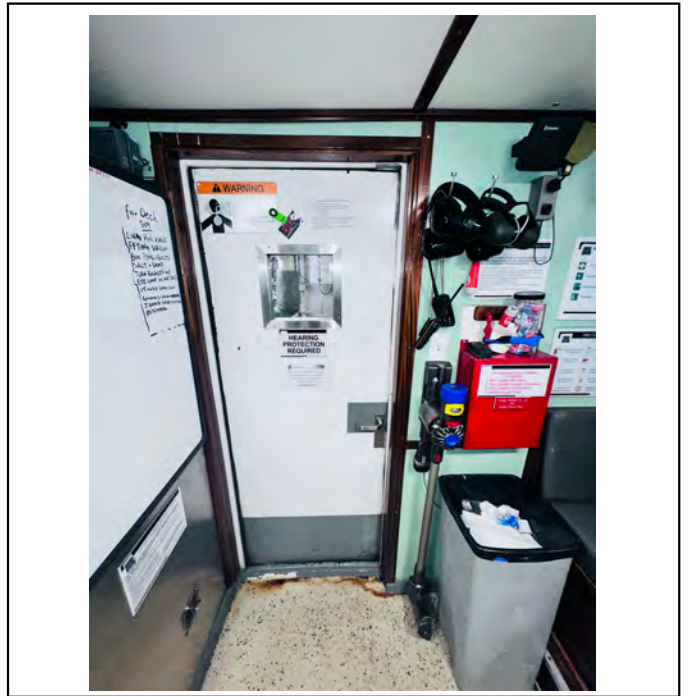
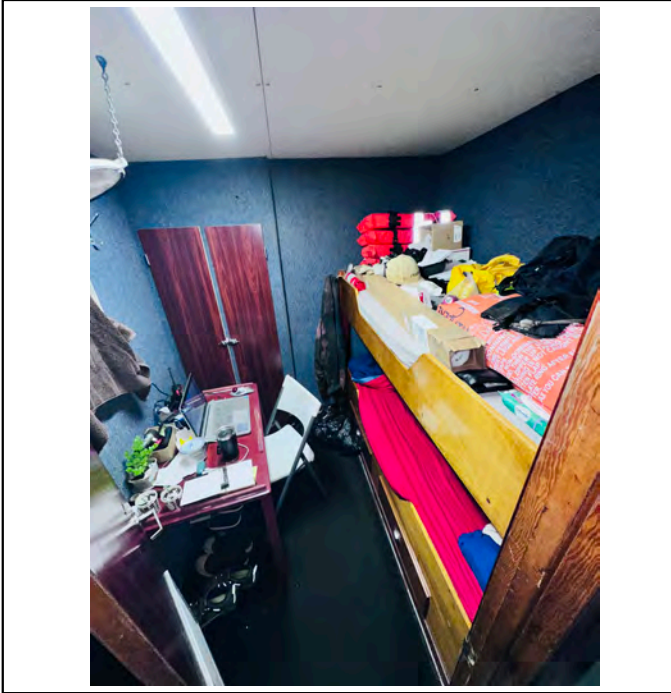




# Cabin Photos

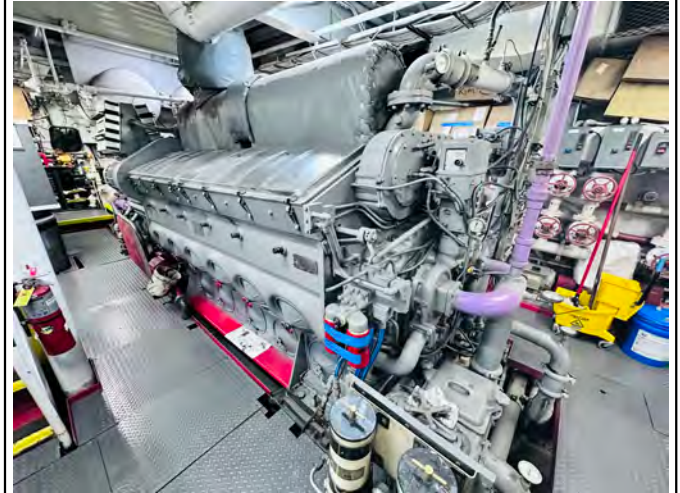


# Cabin and Galley Photos

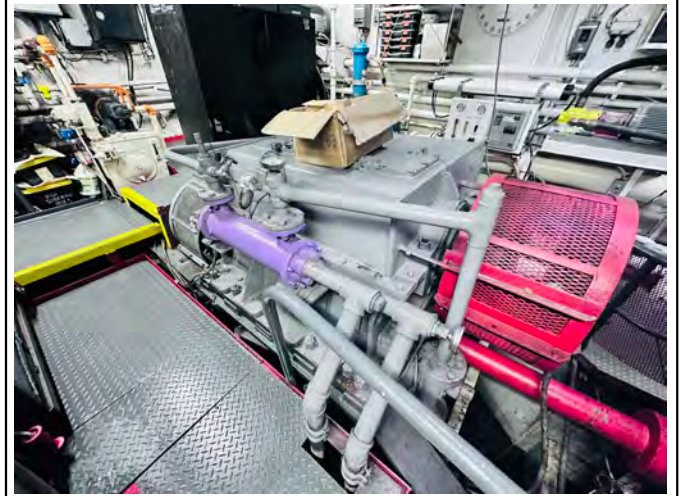




# Main Engines

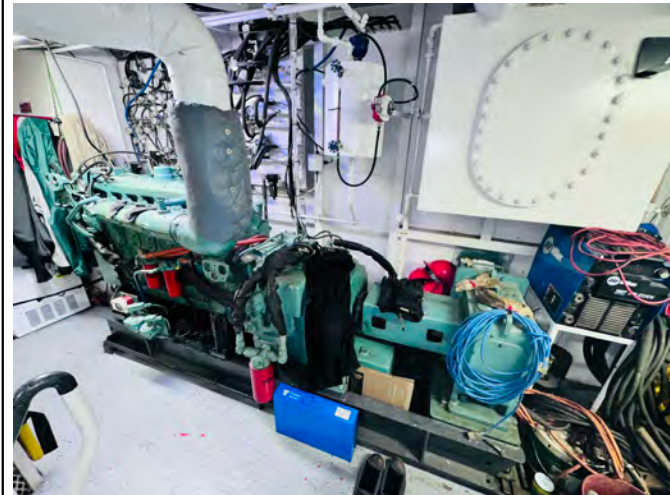


# Reduction Gears



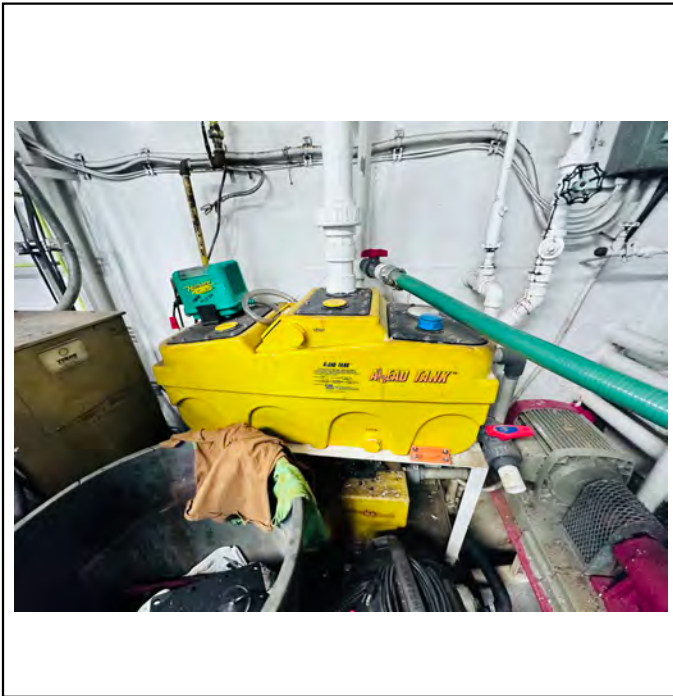
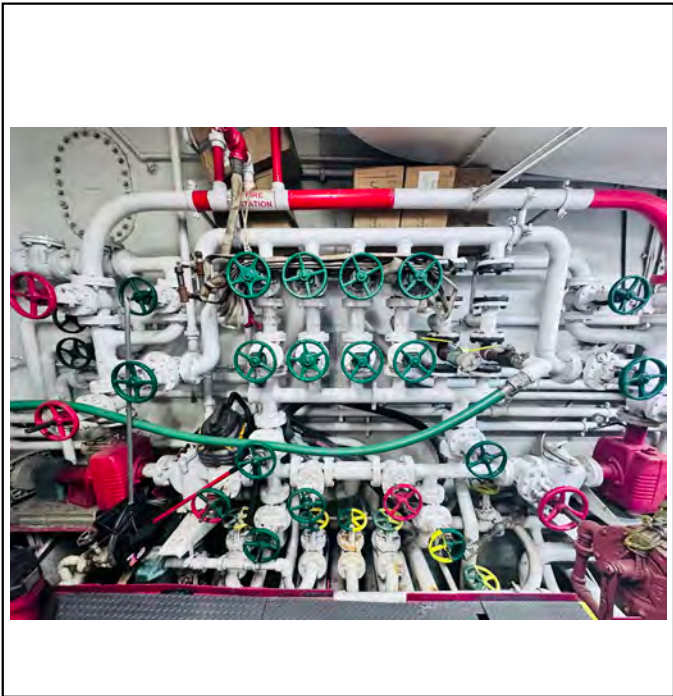
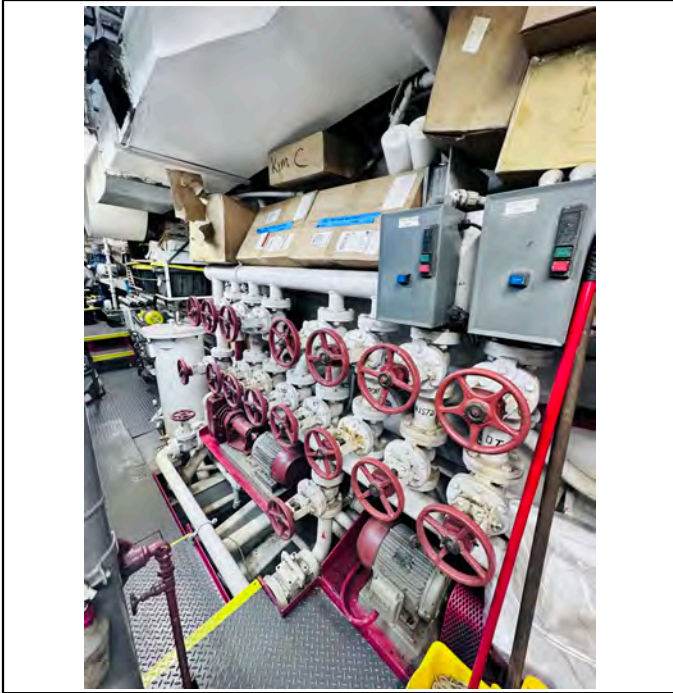


# Generators and Main Tow Hydraulic Unit



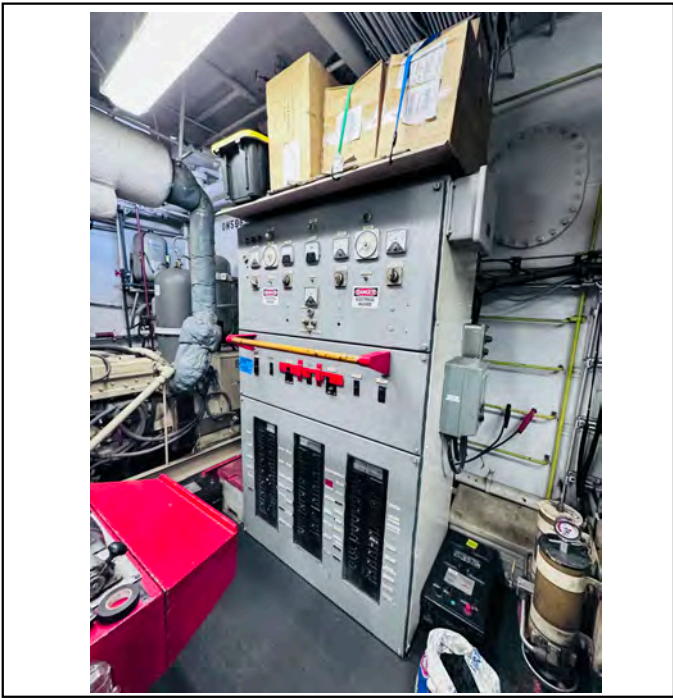
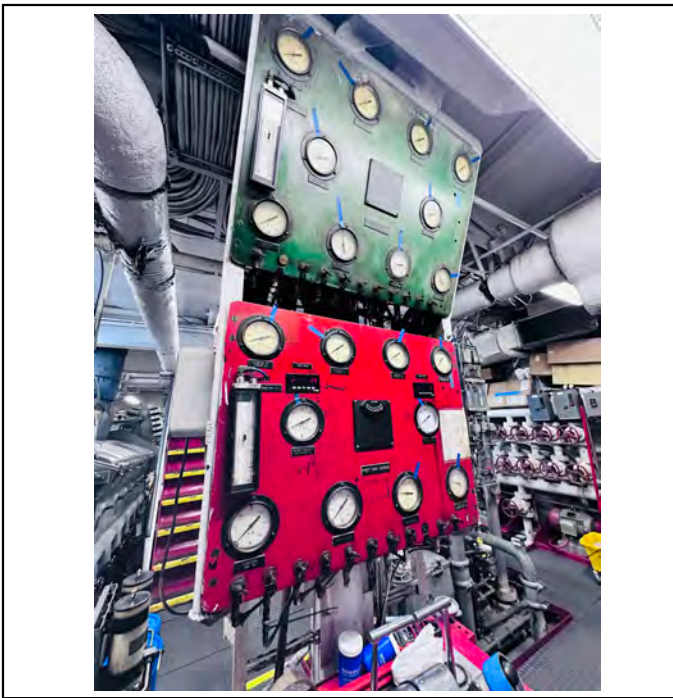
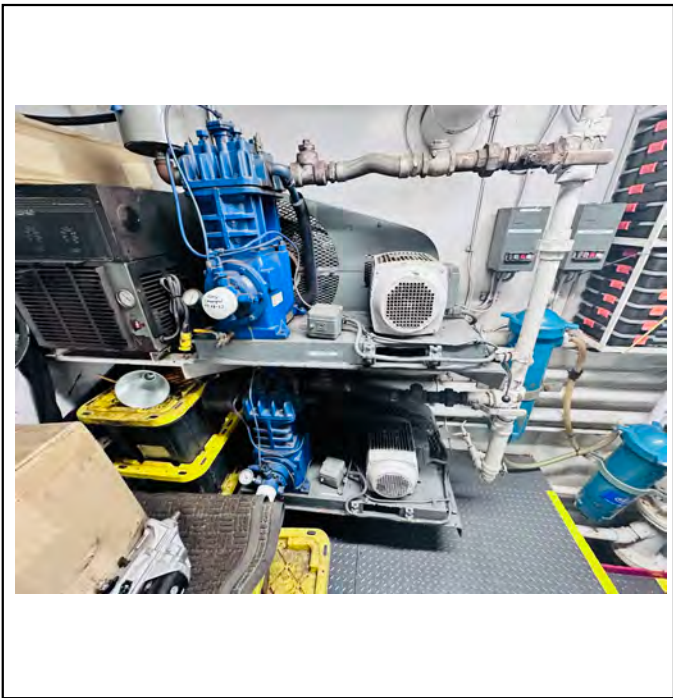


# Machinery Space



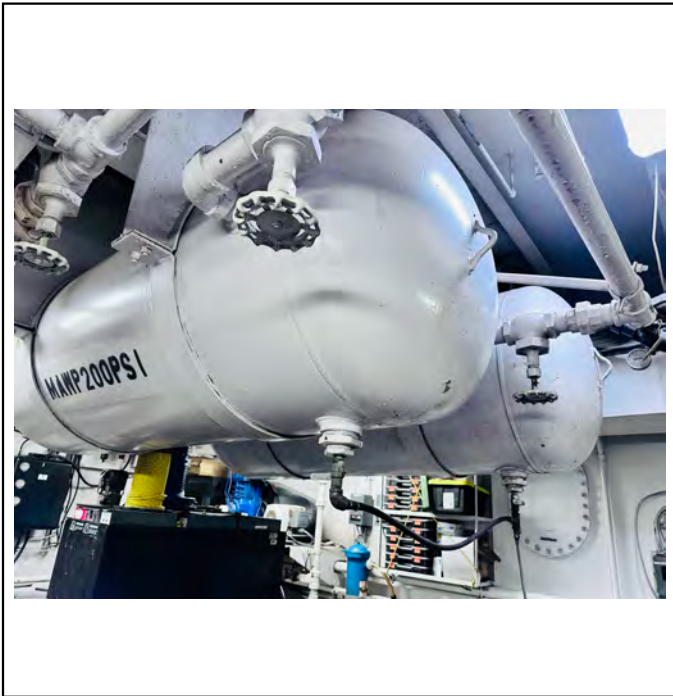
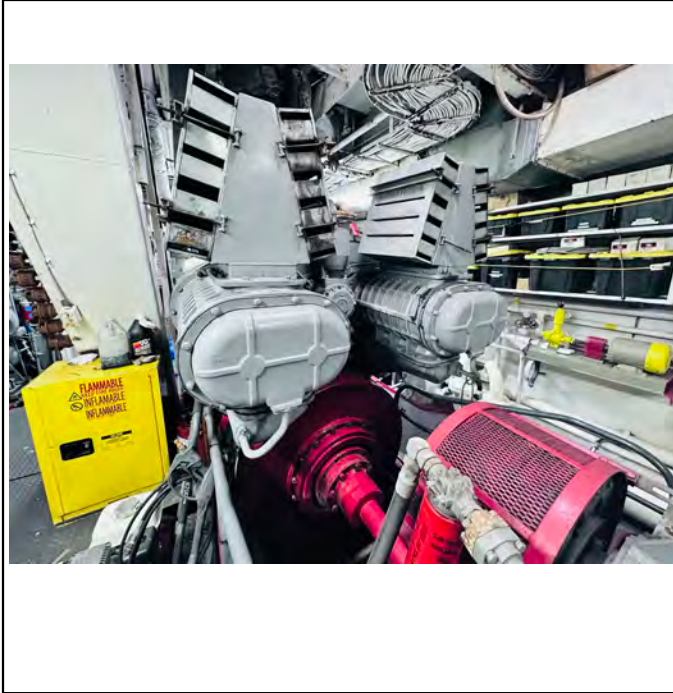
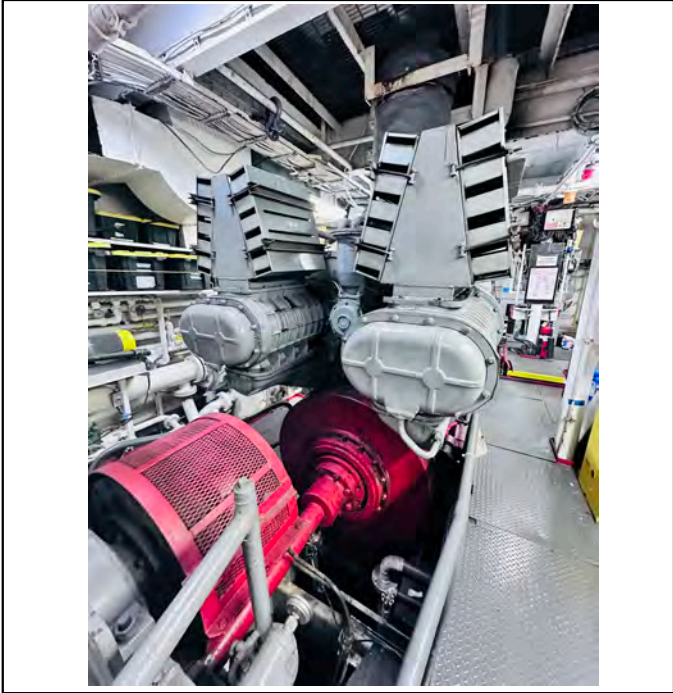


# Machinery Space





# Machinery Space





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## Results for Vessel: **KIMBERLY C**

### Vessel Information:

**Vessel Name:** KIMBERLY C  
**Primary Vessel Number:** 596518 (Official Number (U.S.))  
**Hull Identification Number:** N/A  
**Manufacturer Hull Number:** 240  
**IMO Number:** 7802627  
**Vessel Flag:** UNITED STATES  
**Vessel Call Sign:** WDJ9510

### Vessel Particulars:

**Service:** Towing Vessel  
**Length:** 99.10 ft  
**Breadth:** N/A  
**Depth:** N/A  
**Build Year:** 1978  
**Alternate VINs:** N/A

### Service Information:

**Service Status:** Active  
**Out Of Service Date:** N/A  
**Last Removed From Service By:** N/A

### Tonnage Information:

**Cargo Authority:** N/A  
**Tonnage:**

- 101 - Regulatory (Subpart C or D), Net Ton
- 149 - Regulatory (Subpart C or D), Gross Ton











### Vessel Documents and Certifications

Document	Agency	Date Issued	Expiration Date
CERTIFICATE OF DOCUMENTATION	USCG	June 8,2023	June 30,2024
Certificate of Inspection	USCG	June 8,2022	June 8,2027
Certificate of Inspection	USCG	October 22,2020	October 22,2025
Certificate of Inspection - Amended	USCG	October 22,2020	October 22,2025
International Load Line Certificate	ABS	April 13,2010	August 15,2015

### Summary of Coast Guard Contacts

[Click Here](#) To View Contact Data **From:**   **To:**  (MM/DD/YYYY)

Activity Number	Case Number	Responsible Unit's USCG Zone/Port	Incident Date	Activity Type
7465869	Not Associated with a Case	JBER, Alaska	Friday, May 20, 2022	Vessel Inspection
Resolved Pending	<b>Deficiency Information</b>			
	<b>System</b>	<b>SubSystem</b>	<b>Cause</b>	
	18 - Maritime Labour Convention (Not Applicable to PSC Exams conducted in the U.S.)	N/A - No Subsystem	Not Available	
	<b>Description of Deficiency</b>			
	Company must implement chemical testing program to determine compliance with the provisions of 46 CFR 16.			
	<b>Due Date</b>	<b>Resolved</b>	<b>Resolved Date</b>	
	Wednesday, June 8, 2022	True	Tuesday, June 14, 2022	
	<b>Resolution Description</b>			
All members of crew have neg drug tests				
<b>Deficiency Information</b>				
<b>System</b>	<b>SubSystem</b>	<b>Cause</b>		

 Resolved  Pending	13 - Propulsion and Auxiliary Machinery	N/A - No Subsystem	Not Available
	<b>Description of Deficiency</b>		
	Prove proper operation of Manual fuel shut off valve.		
	<b>Due Date</b>	<b>Resolved</b>	<b>Resolved Date</b>
	Wednesday, June 8, 2022	True	Tuesday, June 14, 2022
<b>Resolution Description</b>			
Fuel Shut off valve work as designed.			
	<b>Deficiency Information</b>		
	<b>System</b>	<b>SubSystem</b>	<b>Cause</b>
	04 - Emergency Systems	N/A - No Subsystem	Not Available
	<b>Description of Deficiency</b>		
	prove proper operation of Sound power phones from engine room to wheel house. Vessel shall provide handle held communications until repaired to watch stander for engine room rounds .		
<b>Due Date</b>	<b>Resolved</b>	<b>Resolved Date</b>	
Friday, July 8, 2022	False	Not Available	
<b>Resolution Description</b>			
Not Available			
 Resolved  Pending	<b>Deficiency Information</b>		
	<b>System</b>	<b>SubSystem</b>	<b>Cause</b>
	01 - Certificates & Documentation	011 - Ships Certificates	Not Available
	<b>Description of Deficiency</b>		
	provide current FCC Bridge to Bridge Cert. and EPIRB		
<b>Due Date</b>	<b>Resolved</b>	<b>Resolved Date</b>	
Friday, July 8, 2022	True	Tuesday, June 14, 2022	
<b>Resolution Description</b>			
VSI now has valid FCC and EPIRB registrations.			
 Resolved  Pending	<b>Deficiency Information</b>		
	<b>System</b>	<b>SubSystem</b>	<b>Cause</b>
	11 - Life Saving Appliances	N/A - No Subsystem	Not Available
	<b>Description of Deficiency</b>		
	Provide holders for all life ring buoy lights.		
<b>Due Date</b>	<b>Resolved</b>	<b>Resolved Date</b>	
Friday, July 8, 2022	True	Tuesday, June 14, 2022	
<b>Resolution Description</b>			
Water lights now have holders.			
	<b>Deficiency Information</b>		
	<b>System</b>	<b>SubSystem</b>	<b>Cause</b>
	11 - Life Saving Appliances	N/A - No Subsystem	Not Available
	<b>Description of Deficiency</b>		
	Provide one additional Line Throwing appliance charge.		
<b>Due Date</b>	<b>Resolved</b>	<b>Resolved Date</b>	
Friday, July 8, 2022	False	Not Available	
<b>Resolution Description</b>			
Not Available			
 Resolved  Pending	<b>Deficiency Information</b>		
	<b>System</b>	<b>SubSystem</b>	<b>Cause</b>
	04 - Emergency Systems	N/A - No Subsystem	Not Available
	<b>Description of Deficiency</b>		
	Vessel must complete Fire, man over board and abandon ship drills with CG Marine inspectors underway.		
<b>Due Date</b>	<b>Resolved</b>	<b>Resolved Date</b>	
Wednesday, June 8, 2022	True	Tuesday, June 14, 2022	
<b>Resolution Description</b>			
Conducted Fire, MOB, and abandanship drill.			

Activity Number	Case Number	Responsible Unit's USCG Zone/Port	Incident Date	Activity Type
7410395	Not Associated with a Case	San Diego, California	Friday, March 11, 2022	Vessel Inspection
Activity Number	Case Number	Responsible Unit's USCG Zone/Port	Incident Date	Activity Type
6960165	Not Associated with a Case	San Pedro, California	Monday, May 25, 2020	Vessel Inspection

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**Last Update:**  
Monday, August 7, 2023

**PARTS BOOK MODEL**

MODEL: DD-225, HSW-30

SERIAL: 81260, 81270

**Instructions for Part Identifications**

**Section 1**

1. Find mark number of part required by reference to assembly drawings.
2. Identify the part by referencing the mark number to the Bill of Material, Sheet 1.
3. Mark numbers of options not furnished on the winch are deleted from the parts list.
4. When ordering parts, specify winch model number, part mark number, and description.

**Section 2 - Clutch Parts & Instructions**

**Section 3 - Drive System**

**Section 4 - Control Parts**

**Section 5 - Levelwind**

**Section 6 - Hydraulics**

**Section 7 - Recommended Lubrication Instructions**



**INTERCONTINENTAL ENGINEERING-MANUFACTURING CORPORATION**

WINCH MODEL: DD-225

SERIAL(s): 81260

CAPACITY: Port Drum 78  $\phi$  x 30  $\phi$  x 45 3/4 = 2500' - 2 1/4  $\phi$   
 STBD Drum 78  $\phi$  x 30  $\phi$  x 49 5/8 = 3000' - 2 1/4  $\phi$

LEVELWIND: Port Drum 5 Leads 57/15 - 140

POWER: GM-8V71 Keel Cooled Allison 5633 TC 550 Transmission

DRIVE: Fixed Ratio 73.4:1  
 Input - 84/20 80-4  
 2nd - 2-49/13.5-5.5  
 Final - 1-77/16-8.5

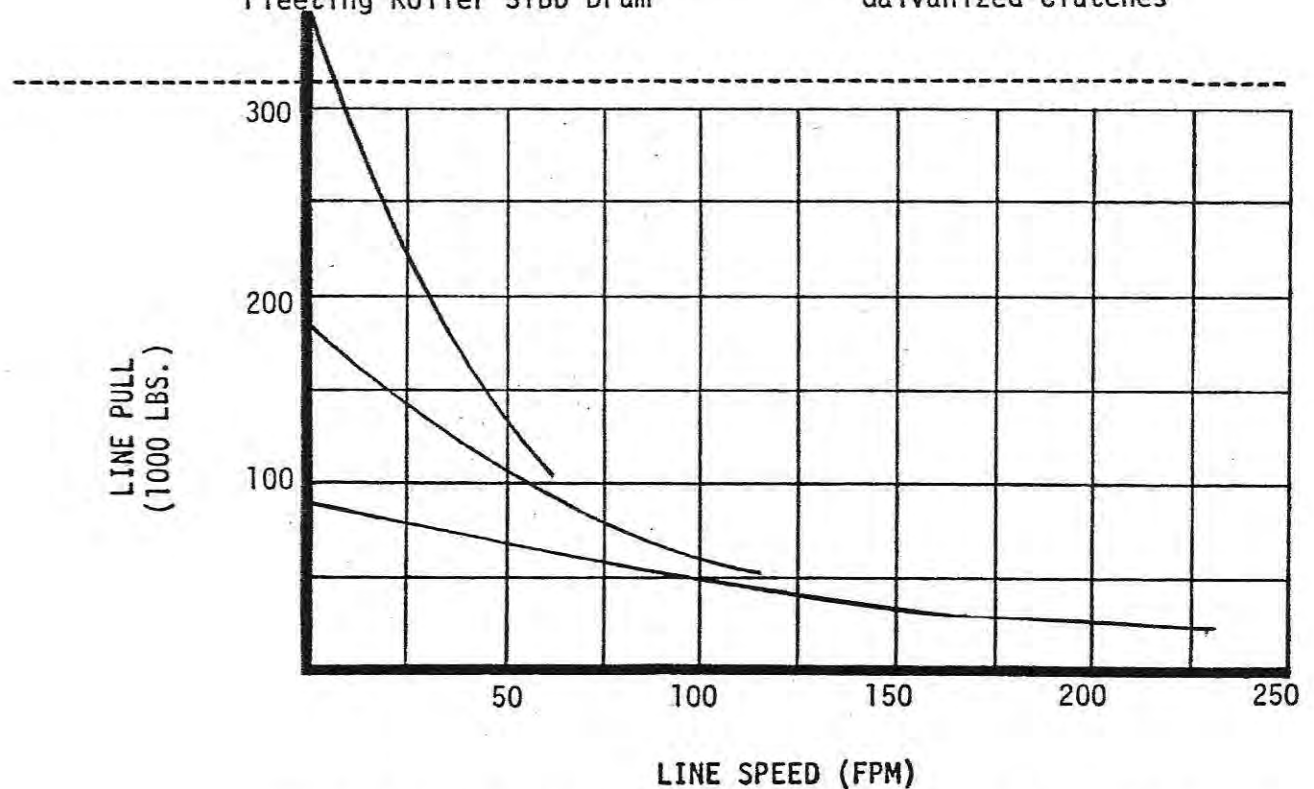
CLUTCH: Fawick - 32 VC 1000

BRAKE: Port Drum - Single 72  $\phi$  x 8 300° 300 K First @ 125 PSI 100 K Spring  
 73191E007 Band  
 SDBD Drum - 69  $\phi$  w/5 each SCL-19 w/221-58 500 K First

**ADDITIONAL FEATURES:**

Discs & Drums STN'ST'L.  
 Hydraulic Rehaul w/Reservoir  
 Fleeting Roller STBD Drum

STN' ST'L Hardware  
 Single Console  
 Galvanized Clutches



FIRST WRAP - AS SHOWN  
32 DIA.

MEAN WRAP - MULTIPLY PULL x .6  
52 DIA. SPEED x 1.6

FULL DRUM - MULTIPLY PULL x .4  
72 DIA. SPEED x 2.3

**INTERCONTINENTAL ENGINEERING-MANUFACTURING CORPORATION**

WINCH MODEL: HSW-30

SERIAL(s): 81270

CAPACITY: 1 1/8 Chain Windlass Single Port Side  
18  $\phi$  Cathead Port Side

LEVELWIND: None

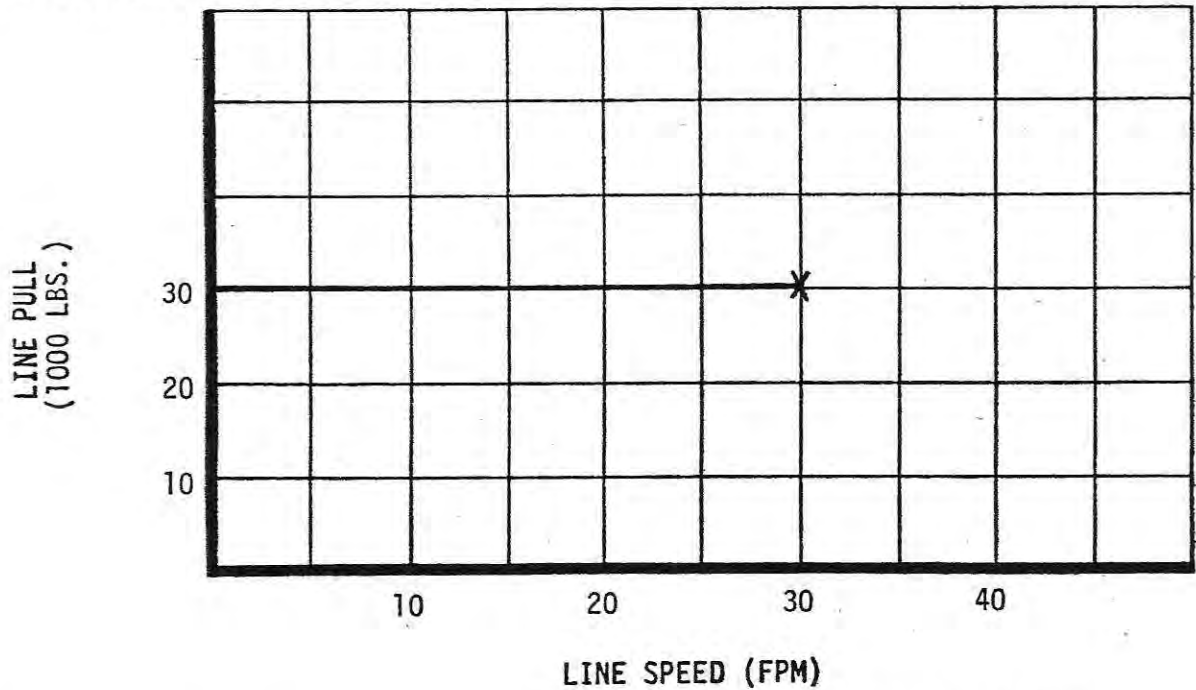
POWER: Hydraulic - 30 HP 1800 RPM  
27 GPM @ 2750 PSI Relief MHT 32 Motor

DRIVE: Fixed Ratio: 29.8:1

CLUTCH: Jaw Type Manual Operated - Enclosed In Oil Tight Gear Case

BRAKE: Single 24  $\phi$  x 4 Manual Operated  
45,000 lb. Rated

ADDITIONAL FEATURES:



FIRST WRAP - AS SHOWN  
\_\_\_\_\_ DIA.

MEAN WRAP - MULTIPLY PULL x \_\_\_\_\_  
\_\_\_\_\_ DIA. SPEED x \_\_\_\_\_

FULL DRUM - MULTIPLY PULL x \_\_\_\_\_  
\_\_\_\_\_ DIA. SPEED x \_\_\_\_\_



# Certificate of Conformance



**December 9, 2019**

This certifies that the following "Sea Link" bolt type anchor and chain shackle bales and pins are manufactured in the USA.

<b>Size</b>	<b>Working Load Limit</b>	<b>Size</b>	<b>Working Load Limit</b>
1-1/2"	31 Ton	2-3/4"	104 Ton
1-3/4"	41 Ton	3"	123 Ton
2"	52 Ton	3-1/2"	150 Ton
2-1/4"	67 Ton	4"	200 Ton
2-1/2"	82 Ton		

Material: Alloy Steel 4340

Composition (typical) C: 0.38-0.43, Cr: 0.70-0.90, Ni: 1.65-2.00, Mo: 0.20-0.30

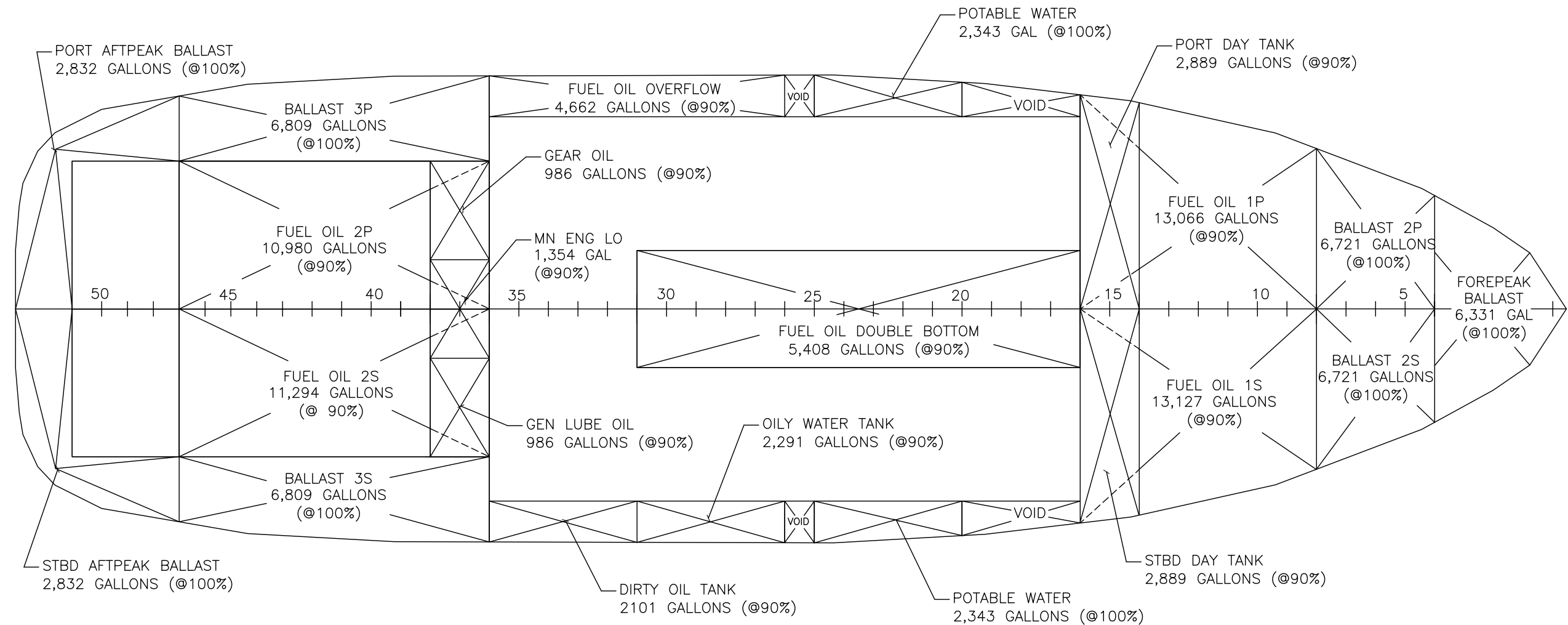
Heat Treatment: After forging and machining, parts are quench and tempered.

Safety Factor: All "Sea Link" shackles are designed by Sea Link with an intended safety factor of 5 to 1. Shackles are stamped with Working Load Limit, and "Sea Link", a registered trade name.

Chris Seale  
Engineering Manager

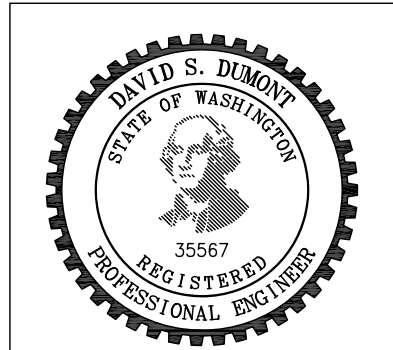
**The Ulven Companies**  
6160 S Whiskey Hill Rd.  
Hubbard, OR 97132

10010-01\_RevA\_ParagonTankPlan\_20100623.dwg



**GENERAL NOTES**

- VOLUMES SHOWN ARE AT THE PERCENT OF FULL CAPACITY LISTED FOR EACH TANK - 100% CAPACITY FOR WATER TANKS (POTABLE AND BALLAST), AND 90% FOR OILS (FUEL, LUBRICATING AND WASTE/DIRTY).
- SEE REFERENCE 1 FOR ALL OTHER VOLUMES AND PERCENTAGES.



**REFERENCES**

- M/T PARAGON SOUNDING TABLES, HARBOR MARINE GROUP PROJECT NO. 10010, DATED 6/23/2010

REV	REVISION	INITIAL	DATE
A	1. REVISED FOR LATEST SOUNDING TABLES VERSION.	DSD	6/23/10

**K-SEA TRANSPORTATION PARTNERS**  
SEATTLE, WA

**M/T PARAGON**  
SOUNDING TABLES  
TANK PLAN

**HARBOR MARINE GROUP**  
DIVISION OF FOSS MARITIME COMPANY

660 West Ewing Street  
Seattle, Washington 98119  
www.harbormarinegroup.com

tel: (206) 270-4891  
fax: (206) 270-4702

DRAWN BY: RMcK	DATE: 06/15/10	CHECKED BY: RMcK	DATE: 06/16/23	APPROVED BY: DSD	DATE: 06/16/23
DRAWING NUMBER: 10010-01	REV: A	SHEET: 1 OF 1	DRAWING SCALE: 1/4" = 1'-0"	PLOTTING SIZE/SCALE: 11x17 @ 1:1	Page 42 of 46

**CERTIFICATE OF TEST AND EXAMINATION OF CHAINS, RINGS, HOOKS, SHACKLES, SWIVELS, AND BLOCKS**

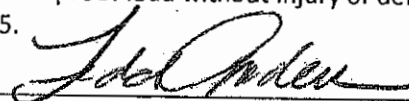
Form prescribed by UNITED STATES DEPARTMENT OF LABOR for use when certification is performed to the requirements of 29 CFR Part 1919.

This certificate, when properly executed, is acceptable to the United States Department of Labor as being in accordance with the requirements of 29 CFR 1918.12 and 1919.33.

1. Distinguishing Number or mark (if any)	2. Description of gear*	3. Number Tested	4. Break Load	5. Work Load Limit	6. Remarks
J-436P	TESTING Pull to Break Load of 396,000 LBS Customer's Supplied 2" X 15' Tow Wire w/customers closed sockets already attached  (Do not Pull to Destruction per Customer)	1	396,000 LBS		

- 7. Name and address of makers or supplier Wood Acquisition Corporation.
- 8. Name and address of the organization carrying out the test and examination.
- 9. Name and address if the organization issuing this certificate if not as stated in Item 8 \_\_\_\_\_
- 10. Position of signatory in issuing organization Sales Representative

I certify that on the 29<sup>th</sup> day of April 2022 the above gear was tested and examined by a Competent person\*\* in the manner set forth on the reverse side of this certificate; that the examination showed that the said gear withstood the proof load without injury or deformation; and that the safe working load of the said gear is as shown in Column 5.

(Signature)  (Date) May 2, 2022  
 Todd Anderson, Sales Representative

The dimensions of the gear, the type of the material of which it is made and, where applicable, the heat treatment received in manufacture, should be stated (unless Form No. 6 is used for this purpose).

\*\* For the purpose of this certificate the term "competent person" means (1) a responsible individual, surveyor or other authorized agent of a person accredited by the Director of the Bureau of Labor Standards as specified in 29 CFR 1919.37; (2) employees or authorized agents of persons accredited by the Bureau of Labor Standards for this purpose as specified in 29 CFR 1919.37; (3) the manufacturer of the gear concerned unless disapproved by the Director of the Bureau of Labor Standards (4) in other than United States ports, a responsible individual, surveyor or other authorized agent of persons recognized by the Commandant of the United States Coast

Guard or by a foreign nation whose certification is accepted by the Bureau of Labor Standards as being in substantial accordance with 29 CFR 1919.37.

NOTE: Use of this certificate by unauthorized persons is prohibited. Violators may subject themselves to the penalties provided in 33 U.S.C. 941 (P.L. 85-742).

**INSTRUCTIONS**

1. Before any test is carried out, a visual inspection of the gear shall be conducted and any visibly defective gear shall be replaced or repaired.
2. (a) Chains, rings, shackles and other loose gear (weather accessory to a machine or not) shall be tested with a proof load equal to that shown against the article in the following table:

Article of gear	Proof load
Chain, ring, hook, shackle or swivel.....	100 percent in excess of the safe working load.
<b>Blocks:</b>	
Single sheave block.....	300 percent in excess of the safe working load. 1
Multiple sheave block with safe working load up to and including 20 tons.....	100 percent in excess of the safe working load.
Multiple sheave block with safe working load over 20 tons up to and including 40 tons.....	20 tons in excess of the safe working load.
Multiple sheave block with safe working load over 40 tons.....	50 percent in excess of the safe working load.
Pitched chains used with hand-operated blocks and rings, hooks, shackles, or swivels permanently attached thereto.....	50 percent in excess of the safe working load.
Hand-operated blocks used with pitched chains and rings, hooks, shackles, or swivels permanently attached thereto.....	50 percent in excess of the safe working load.

(b) Testing devices used in carrying out the loose gear tests shall be certified for accuracy within one percent of the proof load applied. If, in the case of small testing devices, the design makes it impractical to arrive at this figure, the testing device shall be certified for accuracy within three percent of the proof load applied.

3. After being tested, and before being taken into use, all chains, rings, hooks, shackles, blocks or other loose gear shall be thoroughly examined, the sheaves and pins of the block being removed for this purpose, to determine whether any part has been injured or permanently deformed by the test. Shell bolt nuts shall be securely locked upon reassembly.

Defective loose gear components shall be replaced before the certificate is issued.

4. Any certificate relating to shackles, swivels or strength members of single-sheave blocks which have been restored to original dimensions by welding shall state this fact

NOTE: The term "ton" means a ton of 2,000 pounds.

1 The proof load applied to the block is equivalent to twice the maximum result load on the eye or pin of the block when lifting the normal safe working load in (i) below. The proof load is, therefore, equal to four times the safe working load as defined in (i) below or twice the safe working load as defined below.

- (i) The normal safe working load of a single-sheave block should be the maximum load which can be safely lifted by the block when the load is attaché to a rope which passes around the sheave the block.
- (ii) In the case of a single-sheave block where the load is attached directly to the block instead of a rope passing around the sheave, it is permissible to lift a load equal to twice the nominal safe working load of the block as defined in (i) above.
- (iii) In the case of a load block so situated that an acute angle cannot be formed by the other two parts if the rope passing over it (i.e., the angle is always 90degrees or more), the block need not have a greater nominal safe working loan than one-half the maximum resultant load which can be placed upon it.



## Hull Identification Number

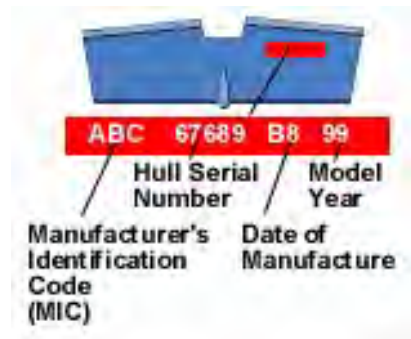
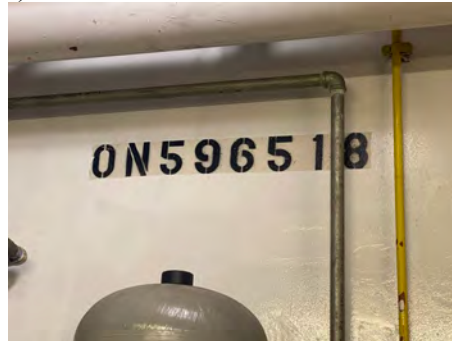
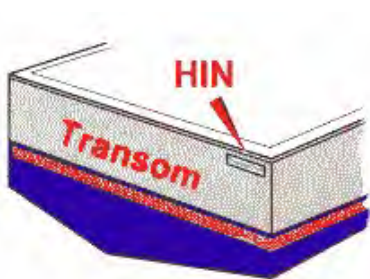
The Hull Identification Number (HIN: ) is a 12- or 14-character serial number that uniquely identifies a boat. The Official : is analogous to a VIN on a car.

All boats manufactured or imported on or after November 1, 1972, must bear a HIN: , and this HIN : must be identified during boat registration. Vessels manufactured or imported before 1972 are EXEMPT because they often do not have a HIN : .

The HIN : is found on a metal or plastic plate, typically on the transom of the boat, usually on the right starboard (right) side of the transom within two inches of the top of transom, gunwale, or hull/deck joint, whichever is lowest.

On vessels without transoms, or impractical to use transoms, the HIN : is usually affixed to the starboard (right) outboard side of hull, aft, within one foot of the stern and within two inches of the top of the hull side, gunwale or hull/deck joint, whichever is lowest.

On catamarans and pontoon boats with replaceable hulls, the HIN : is usually affixed to the aft crossbeam, within one foot of the starboard (right) hull attachment.



### What Is The USCG Documentation Number?

The USCG documentation number is the official number (ON) of a documented vessel. It stays with the boat for its lifetime. In some states, they allow state registration and federal documentation. Other states, however, do not let vessels to be identified as both a state registered and federally documented. However, if you live in a state that only allows either state registration or federal documentation, you still need to pay sales tax. And you must display the state validation sticker as a proof on your boat according to the state's regulations.

It must be permanently attached to your vessel. But, unlike state registration number, the ON of federal documentation is affixed to the interior part of the ship. But it has to be in a clearly visible area. Apart from the official number, you also need to include the name of your vessel. The name may consist of letters of the Latin and Arabic alphabets or Roman numerals. It must not exceed 33 characters. Before you use your documented vessel for international cruising, make sure that the USCG documentation number has already been attached permanently to your vessel according to the requirements of the USCG. To display the number in the interior part of the vessel, you must mark the NO first before the designated number. The number has to be printed in Arabic numerals and capital letters. Furthermore, it has to be at least three inches in height.

The USCG requires that the ON must be attached to the ship permanently. You must affix it in a way that when altering it, the change would be obvious or it would damage the hull area. You can use any material to market your boat. If you opt to order it online, you must specify that the marking will be used to meet the USCG documentation requirements. No matter what method you use to market the ON and name of the vessel, you must make sure that they are marked in a presentable way. If you wish to change the name of the vessel, you could apply for it. Once approved, you need to change the marketing on your boat to reflect the new name. If you failed to follow it, then you might be penalized. On the other hand, if you have not documented your vessel but wish to do so, you can apply for initial documentation using our service. If you need more information on the USCG Documentation number or other information please call us at (800) 535-8570 or send us an email to [info@maritimedocumentation.us](mailto:info@maritimedocumentation.us)

Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonics, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

Acceptance and use of this report acknowledges the client's understanding that no determination structural strength or integrity testing of pipelines, valves or tanks has been made and no opinion is expressed.

Acceptance and use of this report acknowledges the client's understanding that Alaska Survey Associates L.L.C. does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of the Surveyor's/Consultant's charges.

I certify that, to the best of my knowledge and belief, the statements of fact contained in this report are true and correct. The report is limited only by the reported assumptions and conditions, and are our personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in this vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event. Alaska Survey Associates L.L.C. or it's agent has made a personal inspection of the vessel and equipment that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the equipment. It is a statement of the condition of the equipment at the time of survey only.

I, Captain Michael Terminel have made a personal inspection of the equipment and vessel that is subject of this report and have analyzed all documents, manuals, texts, photographic evidence, and diagrams available.

The vessel in its current condition is fit for its intended use of operation in Alaska's bays and sounds and coastal waters. Mariners should always use good judgment, seamanship skills and monitor all changing weather conditions.

Submitted without prejudice,  
Captain Michael Terminel  
Alaska Survey Associates L.L.C.  
IAMI Member  
Lloyd's Agency Alaska  
ABYC Certified Marine Electrician  
USCG CFV Third Party Organization  
UT. Mag Part, Dye Pen Level 2 Inspector  
NTSB Certified Marine Accident Investigator  
SAMS® Accredited Marine Surveyor # 1317  
August 13, 2023

*Michael Terminel*

