### Marine Surveyor

Alyn F. Fife

38 Green Oaks Road
Newport News, Virginia 23601
Phone 757-596-0657
FAX 757-595-0907
E-Mail - AlynFife@worldnet.att.net

James River Reserve Fleet
Vessels for Contemplated Tow to England
Recommendations for Tow

<table>
<thead>
<tr>
<th>NAME</th>
<th>CALGOOSAHATCHEE ex A098</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE</td>
<td>Tank Ships</td>
</tr>
<tr>
<td>LENGTH</td>
<td>644 ft.</td>
</tr>
<tr>
<td>BREADTH</td>
<td>75 ft.</td>
</tr>
<tr>
<td>DEPTH</td>
<td>To be determined</td>
</tr>
<tr>
<td>DRAFT</td>
<td>Fore:</td>
</tr>
<tr>
<td></td>
<td>Aft:</td>
</tr>
<tr>
<td></td>
<td>All Draft Calculation to be made when final draft figures are established</td>
</tr>
<tr>
<td>LIGHTWEIGHT DISPLACEMENT</td>
<td>10,300 long tons</td>
</tr>
<tr>
<td>FIXED BALLAST</td>
<td>Name sighted</td>
</tr>
<tr>
<td>RUDDER LOCK</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>SHAFT LOCK</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>TOWING BRIDLE</td>
<td>- Port and starboard anchors to be removed, placed on deck and secured</td>
</tr>
<tr>
<td></td>
<td>- Shots of chain to be disconnected as necessary, lowered through the port and starboard davits</td>
</tr>
</tbody>
</table>

**TRIP AND TOW SURVEYS**
pipes to the waterline, passed through the port and starboard forward double hitts to the next set of double hitts ait, figure-eighted around same, secured, and bitter end wired to the next set of double hitts ait with 6 turns of ¾ inch steel wire rope.

- Spurling pipes to be cemented watertight

<table>
<thead>
<tr>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Fair to good.</td>
</tr>
<tr>
<td>• Sea valves blanked</td>
</tr>
<tr>
<td>• No leakage of hull except in way of No. 8 cargo tank reported.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pump No. 8 cargo tank, ascertain source of leakage and plug same.</td>
</tr>
<tr>
<td>• Remove all PV valves and install screwed caps.</td>
</tr>
<tr>
<td>• Close all tank hatch covers and ullage covers and secure watertight.</td>
</tr>
<tr>
<td>• Examine all manhole covers to forepeak, after peak and void tanks and install new gaskets if considered necessary.</td>
</tr>
</tbody>
</table>
### James River Reserve Fleet

**Vessels for Contemplated Tow to England**

**Recommendations for Tow**

<table>
<thead>
<tr>
<th>NAME</th>
<th>CANISTEO ex A099</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE</td>
<td>Tank Ships</td>
</tr>
<tr>
<td>LENGTH</td>
<td></td>
</tr>
<tr>
<td>BREADTH</td>
<td>75 ft. 0 in.</td>
</tr>
<tr>
<td>DEPTH</td>
<td></td>
</tr>
<tr>
<td>DRAFT</td>
<td>Fore:</td>
</tr>
<tr>
<td></td>
<td>Aft:</td>
</tr>
</tbody>
</table>

Air Draft: Calculation to be made when final draft figures are established.

<table>
<thead>
<tr>
<th>LIGHT WEIGHT DISPLACEMENT</th>
<th>10,723 long tons</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>FIXED BALLAST</th>
<th>None sighted</th>
</tr>
</thead>
<tbody>
<tr>
<td>RUDDER LOCK</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>SHAFT LOCK</td>
<td>Satisfactory</td>
</tr>
</tbody>
</table>

**TOWING BRIDLE**

- Port and starboard anchors to be removed, placed on deck and secured.
- Shots of chain to be disconnected as necessary, lowered through the port and starboard hawse.
pipes to the waterline, passed through the port and starboard forward double bitts to the next set of double bitts aft. figure-eight around same, secured, and bitter end wired to the next set of double bitts aft with 6 turns of ¾ inch steel wire rope.
• Spurling pipes to be cemented watertight.

<table>
<thead>
<tr>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Fair to good.</td>
</tr>
<tr>
<td>• Sea valves blanked</td>
</tr>
<tr>
<td>• Slight port list</td>
</tr>
<tr>
<td>• Slight amount of water in shaft alley under boiler room.</td>
</tr>
<tr>
<td>• No leakage of hull reported except in way of No. 7 cargo tank.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Pump No. 7 cargo tank, ascertain source of leakage and plug same.</td>
</tr>
<tr>
<td>• Remove all PV valves and install screwed caps.</td>
</tr>
<tr>
<td>• Close all tank hatch covers and ullage covers and secure watertight.</td>
</tr>
<tr>
<td>• Examine all manhole covers to forepeak, after peak and void tanks and install new gaskets if considered necessary.</td>
</tr>
</tbody>
</table>
**Alyn F. Fife**

**Marine Surveyor**

38 Green Oak Road  
Newport News, Virginia 23601  
Phone 757-596-0657  
FAX 757-595-0907  
E-Mail - AlynFife@worknet.net

**James River Reserve Flot**  
**Vessels for Contemplated Tow to England**  
**Recommendations for Tow**

<table>
<thead>
<tr>
<th>NAME</th>
<th>CANOPUS ex AS-34</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE</td>
<td>Submarine Tender</td>
</tr>
<tr>
<td>LENGTH</td>
<td>643.7 ft</td>
</tr>
<tr>
<td>BREADTH</td>
<td>85 ft</td>
</tr>
<tr>
<td>DEPTH</td>
<td>To be ascertained by further measurements</td>
</tr>
<tr>
<td>DRAFT</td>
<td>Fore: 17 ft 6 in.</td>
</tr>
</tbody>
</table>

Air Draft: Calculation to be made when final draft figures are established.

<table>
<thead>
<tr>
<th>LIGHT WEIGHT DISPLACEMENT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>FIXED BALLAST</th>
<th>None sighted</th>
</tr>
</thead>
<tbody>
<tr>
<td>RUDDER LOCK</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>SHAFT LOCK</td>
<td>In place, to be supplemented</td>
</tr>
<tr>
<td>TOWING BRIDLE</td>
<td>Port and starboard anchors to be removed, placed on deck and secured. Shots of chain to be disconnected as necessary, lowered through the port and starboard hawse pipes to the</td>
</tr>
</tbody>
</table>
waterline, double figure-eighted around the double bits slightly abrest of the vertical chain wheels and led aft and figure-eighted and secured around the next set of double bits aft, or

- Port and starboard anchors to be removed and placed on deck and secured. Two shots of chain to be removed and disconnected. Bitter end of each to be led through the port and starboard forward closed bulwark chocks, double figure-eighted around the forward double bits, led aft and figure-eighted around the center double bits and secured.
- Sprung pipes to be cemented watertight.

### CONDITION

- Good
- All interior compartments clean and well coated.
- Boilers stoves and several other spaces lined with sprayed cork.
- Slatting in way of accommodations fitted with hard varnished spar glass.
- Accommodation deck fitted with tile.
- Fore deck breast girt box removed and lying on main deck.
- Chain turret lying on main deck.
- Fairbanks Morse Model 36MDE 6-cylinder opposed piston diesel engine with 430 volt 125 KW generator fitted forward.
- Forward pump room fitted.
- Various compartments for marine, vessel's crew and maintenance men fitted throughout upper and middle tween decks.
- Large toilet compartment in upper and middle tween deck.
- Sewage tanks and pumps fitted in lower tween deck.
- Piping removed from sea suction and overboard skin valves in engine room and valves blanked.
- Side-port starboard aft No. 2 90°-7 not secured.
- Various components, furniture, fittings, lockers, etc. throughout entire vessel not secured.
<table>
<thead>
<tr>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Additional securing to the forward capstan gear box and adjacent lockers to be provided.</td>
</tr>
<tr>
<td>- Chain swivel to be relocated and secured.</td>
</tr>
<tr>
<td>- All loose items throughout vessel to be properly secured.</td>
</tr>
<tr>
<td>- Access plate to be reinstalled on sewage tank and secured.</td>
</tr>
<tr>
<td>- Side-port No. 2-90-7 to be secured watertight, and all other side-ports to be ascertained to be secured watertight.</td>
</tr>
<tr>
<td>- All W.T. doors in bulkheads and hatches through decks to be closed and secured watertight.</td>
</tr>
<tr>
<td>- The propeller locking device to be reinforced by the installation of port and starboard vertical heavy angles, fitted around bolts of first coupling after gear casing and welded to coupling nuts and entablature below as a reinforcement to the existing shaft lock.</td>
</tr>
<tr>
<td>- Securing of gangways, booms, etc. to be re-examined and additional securing made as necessary.</td>
</tr>
</tbody>
</table>
Alyn F. Fife  
Marine Surveyor

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James River Reserve Fleet  
Vessels for Contemplated Tow to England  
Recommendations for Tow

<table>
<thead>
<tr>
<th>NAME</th>
<th>COMPASS ISLAND (ex Navy AG 153)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE</td>
<td>Spy Ship - Reported converted from C4 Type. No drawings available.</td>
</tr>
<tr>
<td>LENGTH</td>
<td>363 ft. 2 inches</td>
</tr>
<tr>
<td>BREATH</td>
<td>76 ft. 0 inches</td>
</tr>
<tr>
<td>DEPTH</td>
<td>To be determined.</td>
</tr>
<tr>
<td>DRAFT</td>
<td>Fore:</td>
</tr>
<tr>
<td></td>
<td>Aft: Draft Calculation to be made when final draft figures are established.</td>
</tr>
<tr>
<td>LIGHT WEIGHT</td>
<td>13,950 long tons</td>
</tr>
<tr>
<td>DISPLACEMENT</td>
<td></td>
</tr>
<tr>
<td>FIXED BALLAST</td>
<td>• Lower tween deck forward - Concrete</td>
</tr>
<tr>
<td></td>
<td>• Upper tween deck No. 1 - Concrete</td>
</tr>
<tr>
<td></td>
<td>• No. 6 hold - Concrete</td>
</tr>
<tr>
<td>RUDDER LOCK</td>
<td>In place. Additional securing recommended.</td>
</tr>
<tr>
<td>SHAFT LOCK</td>
<td>Satisfactory</td>
</tr>
</tbody>
</table>
**TOWING BRIDLES**

Anchors to be removed and secured on deck. Port and starboard chains to be lowered to waterline and double figure-eight and secured around first set of double bitts aft of hawse pipes backed up with wires from bitter end to next set of double bitts aft port and starboard sides.

<table>
<thead>
<tr>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Fair to good condition</td>
</tr>
<tr>
<td>• Low-pressure turbine rotor and auxiliary turbine rotor missing, together with various pumps.</td>
</tr>
<tr>
<td>• Various crew berthing, mess rooms, classrooms, recreational centers, etc. fitted on upper t'ween deck with continuous passage portside. Several watertight doors in passage bulkhead disassembled.</td>
</tr>
<tr>
<td>• Main deck hatch covers welded down.</td>
</tr>
<tr>
<td>• No hull leaks reported.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Plug and place watertight covering over air vent portside of windlass.</td>
</tr>
<tr>
<td>• Ascertain forepeak manhole plate tight.</td>
</tr>
<tr>
<td>• Close and dog boson's stores hatches. Plug gooseneck vent portside of hatch.</td>
</tr>
<tr>
<td>• Re-gasket boson's store watertight door.</td>
</tr>
<tr>
<td>• Install cover bulkhead 8 to chain locker.</td>
</tr>
<tr>
<td>• Reinstall watertight doors portside alley way where now missing and close all bulkhead watertight doors in portside alley way.</td>
</tr>
</tbody>
</table>
The following recommendations are for all vessels involved in the above project:

**LOAD LINE ITEMS**

- All air pipes, sounding tubes and ventilators on main and superstructure deck are to be made watertight.
  - Where air pipes above the deck are broken off or wasted, they are to be cropped at the deck and suitable sized wooden plugs driven in place.
  - Where air pipes are in sound condition, but the closing devices of the goosenecks are damaged or missing, same to be made watertight with heavy reinforced plastic taped in place.
  - Where sounding tube plugs are missing and after soundings have been taken, wooden plugs are to be securing driving in any tubes where the screwed plugs are missing.

All watertight doors to companionways, deckhouses, accommodations, etc. to be closed watertight and secured.
  - Where sealing gaskets are in poor condition, ram neck tape is to be fitted on the compression bar.

- All cargo hatches and access hatches to be closed and dogged watertight
  - Where the sealing gaskets are in poor condition, ram neck tape may be employed in way of same, this to include watertight hatch access through main deck within superstructures and deckhouse.
  - Where dogs are in poor condition, covers may be held in place by welded brackets with wedges.
Side port doors where fitted are to be securely closed and made watertight.

All penetrations for dehumidifying piping in superstructures, deckhouse and accommodations to be made watertight.

All windows and port lights in deckhouses and superstructures to be closed watertight.

**LOOSE ITEMS**

All furniture, equipment, and other non-fixed items in deckhouse, accommodations, engine room, store rooms, etc., to be secured.

**INTERIOR DOORS**

- All joiner doors in accommodations to be either closed or secured in open position.

All reefer doors in domestic and/or cargo compartments to be secured open or closed.

Interior watertight doors to be secured and dogged, this to include shaft alley doors

  - Where gaskets are in poor condition or missing, ram neck tape may be employed.

**SOUNDINGS**

- Soundings of all fuel tanks, ballast tanks, holds, etc. to be ascertained and made available to the U.S.C.G. and other concerned parties.

**WATER**

- All excessive water in accommodations, cargo holds and void spaces to be pumped in suitable onboard containment or overboard as directed by all Federal Regulations.

**STABILITY**

No stability calculations have been considered by this Survey, however, all fuel and ballast tanks should be either empty or pressed up full.

Where hull is known to be holed or patched in accessible locations, suitable welded closures are to be carried out to the satisfaction of the attending parties.

- Where hull is known to be holed or patched within double bottom tanks, air pipes and sounding tubes are to be blanked at the inner bottoms and/or made watertight to a point above the present waterline as agreed upon.
James River Reserve Fleet - Recommendations  
Vessels for Contemplated Tow to England

TOWING BRIDLES

See individual vessel recommendations

EMERGENCY TOW LINES

A section of chain not less than 2 inches diameter with 2-3 links passed through a closed chock on the bow and made secure by figure-eighting and securing to a deck bitt and 1 1/2 inch steel wire rope with thimble eyes both ends equal to the length of the vessel to be hung off with breaking ropes from main deck to stern, shackled to the wear chain, and minimum length 100 ft. float line with buoy to be attached.

A section of minimum 2 inch diameter chain to be figure-eighted around a double chock at the stern, passed through a closed chock to within 3 inches of the waterline.

BOARDING LADDERS

- A steel boarding ladder to be fitted to one side of the vessel with 4 inch minimum stand-off from shell and to within 4 feet of the waterline.

- A pilot ladder to be installed on the opposite side of suitable length to come within 4 ft. of the waterline and ladder suitably held off to gunwale height with breaking line and pickup line.

FORE AND AFT WATERLINES

- On completion of all pumping to remove slack water in tanks and/or for trimming for tow, waterlines to be painted port and starboard side, bow and stern, with white paint.

RUDDER & SHAFT LOCKS

- See individual vessel recommendations.
TOW SURVEY CERTIFICATE

For United States waters transit of trip in tow for scrapping at Teeside, United Kingdom of Great Britain and Northern Ireland of the

TANK SHIP CANISTEO EX A0 99
TANK SHIP CALOOSAHATCHEE EX AO 98

SURVEY APPLICANT
Post-Service Remediation Partners, LLC
40 Wall Street, Suite 6200
New York, New York 10005

VESSEL PARTICULARS

CANISTEO

LOA 644'; Breadth 75'; Depth 55'
Forward Draft 13'9''; After Draft 19'3''
Sail Area 393.5 sq. yd.; Air Draft 113'5''

CALOOSAHATCHEE

LOA 644'; Breadth 75'; Depth 56'
Forward Draft 15'9''; After Draft 19'9''
Sail Area 423.3 sq. yd.; Air Draft 112'3''

Contemplated departure date on, or about, 15th September 2003.

INLAND TOW ARRANGEMENTS

The two vessels are now located at the center of Unit 7 at the James River Reserve Fleet, Ft. Eustis, Virginia where the water depth is reported to be 30 ft. (9.1M) at their bows and sterns. The CANISTEO is headed downriver and the CALOOSAHATCHEE upriver.

TOW SURVEY CERTIFICATE
TANK SHIP CANISTEO EX A0 99
TANK SHIP CALOOSAHATCHEE EX AO 98

The Tug SUHALI, total continuous horsepower 8200 with Virginia Pilot on board, is scheduled to tow the CANISTEO and a McAllister Towing of Virginia tug, of not less than 3000 horsepower under the direction of a licensed towing master, is scheduled to tow the CALOOSAHATCHEE.

Two tugs of not less 2000 horsepower each, supplied by McAllister Towing of Virginia, Inc., will be provided to escort each of the two vessels. Escort tugs are to be attached to the ships as directed by the towing masters of each tow.

One of the towed vessels will be fitted with fenders and each vessel will have a riding crew.

Departure from the James River Reserve Fleet is to be scheduled that the two tows will proceed downriver at a safe distance apart, so that only one opening of the James River Bridge should be necessary.

Weather permitting, the two towed vessels are to be placed alongside each other in Hampton Roads and the Tug SUHALI connected to the towing bridles of each with separate hawser. The riding crews will secure the two vessels with synthetic mooring lines.

With approval of the U.S.C.G. Captain of the Port of Hampton Roads, the Tug SUHALI will be towing the vessels on separate short hawser, with two escort tugs for the remainder of the transit to Cape Henry, where the vessels will be released to the Tug SUHALI alone and the riding crews will disembark.

LOAD LINE REQUIREMENTS

Insofar as weather deck, superstructure, and deckhouse, etc., closing devices are concerned; the requirements for unmanned vessels are complied with.

TOWING ARRANGEMENTS – BOTH VESSELS

TOWING BRIDLES:

- The port and starboard bow anchors have been removed, stowed on deck and secured.
- Sections of ship's anchor chain have been lowered to the waterline through the port and starboard hawes pipes, figure eighed around the second and third double bitts from forward port and starboard side and secured. Two sets of devil claws are fitted to each chain.
- The towing tugs will supply and connect Delta plates or shackles to connect the chains together and to the towing tugs hawser.

EMERGENCY TOWLINE:

- A section of the ship's anchor chain has been fitted and figure eighed on the forward starboard double bitt and backed up to the second bitt aft over the towing chain, led through
TANK SHIP CANISTEO  EX  AO 99
TANK SHIP CALOOSAHATCHEE  EX  AO 98

the Panama closed bow chock, brought back over the bulwark, laid against and secured to the
bulwark brackets with breakaway lashings and the bitter end led back over the bulwark cap.
The remainder of the towline, float and buoy will be supplied and installed by the personnel
of the ocean-towing tug.

STERN PENDANT:

- A section of the anchor chain is figure eighted on a double bitt on the aft deck led through a
stem chock and hanging to within three feet of the waterline.

NAVIGATION LIGHTS & SHAPES:

Will be provided, installed and maintained by personnel of the Tug SUHALI.

BOARDING ARRANGEMENTS:

- Steel ladders with suitable standoff brackets have been welded to each side of each ship

SHAFT LOCKS:

- The built-in shaft locks have been installed, examined and considered satisfactory.

RUDDER LOCKS:

- The built-in rudder locks have been placed in the locked position, secured, examined and
  considered satisfactory.

CLOSING DEVICES:

- Piping has been removed from the sea valves inner flanges and blind flanges bolted in place
- Side ports, elevator hatches, etc. have been closed and secured watertight, examined and
  considered satisfactory.

ADDITIONAL INFORMATION FOR OCEAN TOW:

It has been requested by the Underwriters' Warranty Surveyor that electronic positioning devices
be fitted on each of the vessels to be towed.

Upon reaching the approach to the English Channel, each vessel is to be towed singularly
through the English Channel to its destination with escort tugs as required by the U.K.
Authorities.
STABILITY:

No stability calculations have been made on behalf of the undersigned and no stability information is reported available.

In issuing this Certificate, neither ALYN F. FIFE (nor his individual representatives) warrants the safety of the contemplated project or the seaworthiness of the vessel. The sole purpose of the Certificate is to attest that the vessels have been visually examined, compliance with the Load Line Regulations satisfied, and securing and towing arrangements have been arranged in a satisfactory manner for the contemplated inland and ocean tow. No one should rely upon this Certificate for any other purpose. Neither ALYN F. FIFE (nor his individual representatives) shall in any circumstances be responsible or liable to any person for any act, omission, default, negligence, or breach of expressed or implied warranty in connection with the survey or the Certificate, or for any loss, damage, or expense, howsoever caused, which may subsequently occur.

DATE: 2 September 2003

SIGNED: Alyn F. Fife

Copies of this Certificate have been issued to:

United States Coast Guard – Captain of the Port/Hampton Roads
Post-Service Remediation Partners, LLC
U.S. Maritime Administration – South Atlantic Region Office
Owners/Managers of the Tug SUHALI
McAllister Towing of Virginia, Inc.
Marine Investigations & Survey Services, Ltd.
October 3, 2003

United States Coast Guard
Commanding Officer, Marine Safety Office
Hampton Roads/Captain of the Port
Norfolk Federal Building
200 Granby Street
Norfolk, VA 23510-1888

Attention: Mr. P. Zohorsky

RE: CANESTEO & CALOOSAHATCHEE

Dear Sir

This is to confirm that a comprehensive survey was completed on both vessels on 2 October 2003 with the following in attendance:

- Roger Taylor – MARAD
- Andrew King – Able UK
- Captain George G. Craciun – On behalf of MCA U.K.
- Captain Gerrit C. Verwey – Superintendent ITC (towing contractor)
- Captain & Crew of Tug SUHAILI
- The undersigned

This survey included

A. A general condition of the hulls
B. Towing arrangements
C. Emergency towing arrangements
D. Operational tests of onboard diesel power packs and submersible pumps, hoses, power cords, etc
E. Operational testing of transponders
F. Installation of navigation lights and day signals
G. Rudder locking devices
H. Shaft locking devices
I. Securing/blanking of sea inlet and discharges
J. Securing of loose equipment
K. Marking of water lines at bow and stern
L. Installation of port and starboard boarding ladders
M. Additional sealing of stern and bulkhead shaft glands
N. Anchoring arrangements.

All recommendations of John Waite, Warranty Surveyor, those made by MCA, Towing Master and me were ascertained to be complied with.

When written acceptance has been obtained from MCA, the Tug SUHAILI will shackle to the bridle of the vessel it will tow and Mr. Waite’s Towing Certificate will be given to the Tug Master and copies to other interested parties with weather, routing, arrival and other recommendations attached.

Mr. Waite and I have made a survey of the Tug SUHAILI:

A similar survey was commenced on 2 October 2003 on the CANOPUS and will be carried out on the COMPASS ISLAND and verification will be forwarded to you.

Very truly yours.

[Signature]

Alyn F. Fife

AFF/pb
October 5, 2003

United States Coast Guard
Commanding Officer, Marine Safety Office
Hampton Roads/Captain of the Port
Norfolk Federal Building
200 Granby Street
Norfolk, VA 23510-1888

Attention: Mr. P. Zohorsky

RE: CANOPUS & COMPASS ISLAND

Dear Sir:

This is to confirm that a comprehensive survey was completed on the CANOPUS on October 2, 2003 and on the COMPASS ISLAND on October 3, 2003 with the following in attendance:

Roger Taylor – MARAD
Andrew King – Able U.K.
Captain George G. Craciun, on behalf of MCA U.K.
Captain Gerrit C. Verwey, Superintendent, ITC (Towing Contractor)
Captain and Crew of Tug SABLE CAPE
The undersigned

This survey included:

A. A general condition of the hulls throughout
B. Towing arrangements in hand
C. Emergency towing arrangements, partially completed
D. Rudder locking devices
E. Chain locking systems
CANOPUS & COMPASS ISLAND

October 5, 2003

F. Securing/blanking of sea inlet and discharges
G. Securing of loose equipment
H. Marking of waterlines at bow and stern
I. Installation of port and starboard boarding ladders
J. Additional sealing of stern and bulkhead shaft glands
K. Anchoring arrangements.

All recommendations of John Waite, Warranty Surveyor, those made by MCA, Towing Master and me were ascertained to be complied with. Three additional recommendations were issued on the COMPASS ISLAND as follows:

- Installation of two dead lights portside
- Securing of sea valve in shaft alley
- Plugging of bolt holes in forepeak tank top access

When the CANISTEO and CALOOSAHATCHEE depart Unit 7 tomorrow, October-6, 2003, the unit will be split to expose one side of the CANOPUS, so that installation of the emergency towline can be completed and Unit 6, will be split to expose one side of the COMPASS ISLAND to permit completion of installation of the emergency towline, completion of the towing arrangements and of the foregoing mentioned items.

Captain George G. Cracium, Captain Gerrit C. Verway, Andy King, Captain of Tug SABLE CAPE, Mr. Fox of MARAD, and the undersigned will attend the COMPASS ISLAND, p.m. of October 7th, to confirm that the towing and emergency towing arrangements are completed to their satisfaction and the above items have been satisfactorily dealt with.

All load line items on both vessels were examined by those in attendance and will be satisfactory on completion of installing dead lights on the COMPASS ISLAND, and it would be appreciated if a Waiver of Load Line Certificate could be issued for both vessels to Edward Barkham of T. Parker Hoston, the 7th October, for distribution to all concerned parties, after verbal confirmation by me that all recommendations by those involved have been satisfactorily dealt with and that the vessels can depart a.m. of the 8th.

Captain Cracium and I have carried out a survey of the Tug SABLE CAPE and found it in satisfactory condition and full found for the contemplated voyage.

Very truly yours,

Alya F. Fife

AFF/pb
Mr. Michael F. Bagley  
Fleet Superintendent  
U.S. Maritime Administration  
James River Reserve Fleet  
Fort Eustis, VA 23604  

Dear Mr. Bagley:  

This follows the discussion in the meeting held in my office on May 28, 2003 concerning the proposed dead-ship tows (DSTs) of approximately 12 vessels from the James River Reserve Fleet (JRRF) out of the port to sea.  

The age and condition of these vessels require particular attention. Therefore, please provide the following information to this office no later than five working days prior to commencement of each towing evolution:  

1) The standard Dead-Ship Tow Proposal Form including tank layout with hazardous material type, amount and location onboard.  
2) Comprehensive discussion of pilotage and docking issues; specifically, who will have operational control of the evolution during all phases of the transit and where those persons will be stationed.  
3) Complete description of the proposed towing configurations through all phases of the transit from removal from the JRRF to the sea towing configuration.  
4) A spill contingency plan including 24 hour contact information for a qualified individual and a description of pre-positioned spill response equipment.  
5) Discussion of weather considerations and operational limitations.  
6) The number of personnel who will remain on the towed vessel during the evolution.  
7) The names and official numbers of any foreign flagged vessels involved in the operation.  
8) A communication plan and/or schedule.  
9) A timeline of events of the overall operation.  

In addition, please be aware that each vessel must be evaluated for the issuance of an International Loadline Exemption Certificate which will require close coordination with the attending Marine Inspector from my office. This process will be dependent on a current survey of the material condition of each vessel. Please forward your completed survey to the assigned Marine Inspector prior to requesting the International Loadline Exemption Certificate for each vessel. It is possible that there may be a need for a Marine Chemist's certificate declaring a space "safe for entry" if the Marine Inspector determines that access to a confined space is necessary during the examination.
My project officer for this operation is LT Mike Dolan at (757) 668-5590. The assigned Marine Inspector is LTJG Chris O'Neal at (757) 494-4673. We look forward to working with you in this endeavor.

Sincerely,

[Signature]
L.M. BROOKS
Captain, U. S. Coast Guard
Captain of the Port Hampton Roads

Copy: Commander, Fifth Coast Guard District (m)
Mr. Alyn F. Fife, Marine Surveyor
Mr. David Gusman - Virginia DEQ
Mr. Bernard J. Clarke, Jr.
The Pyne Companies Ltd
40 Wall Street
New York, NY 10005

Dear Sir:

After review of the collected plans and material concerning preparations for the tow of the tank ships CALOOSAHATCHEE and CANISTEO from the James River Reserve Fleet out of the Port of Hampton Roads, I have the following requirements:

1. Please provide a detailed description of the fenders and lines to be used to secure the vessels in the breached tow arrangement. Describe the type, size, material and location of the fenders, and the number, size, material and configuration of the lines used.
2. Provide a copy of the communications plan that will be used during the tow. This may be passed at the pre-tow conference. Please provide the time and date of the conference.
3. This first towing operation must be accompanied throughout the tow from the Fleet to Cape Henry by a pollution response vessel capable of on-water oil skimming. Please make arrangements for this asset and provide the name (or designation) and its operational capabilities and available pollution response gear on board.
4. In the Oil Spill Contingency Plan, add the Virginia Dept. of Environmental Quality to the notification list on the A-1 Vessel Placard. The number is (757) 518-2000.
5. In the Oil Spill Contingency Plan, correct item D.c. on page 8. The correct telephone number for MSO Hampton Roads is (757) 668-5555.
6. In the Oil Spill Contingency Plan, discuss the procedures that will be used to detect pollution from the towed vessels.
7. In the Oil Spill Contingency Plan, provide the location of the National Response Corporation’s mobile command post and communications trailers.

Finally, it is your responsibility to notify our assigned Marine Inspector when you are ready to schedule the final examination before issuance of the International Loadline Exemption Certificate. LT Lee may be reached at (757) 494-4673.

Only when these items are satisfied, will we be able to consider the towing evolution for approval.

Concerning the number of tugs to be used for the evolution: the proposal as given by McAllister Towing on September 5th is acceptable for the first part of the tow from the Fleet to the port (one lead tug and two assist tugs for each vessel). Once the vessels are marshaled and ready to be led out by the tug SUHALI, we require only 3 assist tugs. The other two tugs may be released.
Thank you for your time and attention to this point. We look forward to a safe and problem-free towing operation.

Sincerely,

ROBERT R. O'BRIEN, JR.
Captain, U. S. Coast Guard
Captain of the Port Hampton Roads

Copy: Commander, Fifth Coast Guard District (m)
Mr. Jeff McMahon, U.S. Maritime Administration
Mr. Michael Bagley, U.S. Maritime Administration
Mr. David Gusman, Virginia Dept. of Environmental Quality
T. Parker Host, Inc.
Mr. Andy King
The Pyne Companies Ltd.
40 Wall Street
New York, NY 10005

Dear Sir:

Per our letters dated June 2 and September 23, 2003 certain requirements were to be addressed before the tow of the tank vessels CALOOSAHATCHEE and CANISTEO from the James River Reserve Fleet (JRRF) out of the port of Hampton Roads. As of the date of this letter those requirements have been satisfactorily met and the International Loadline Exemption Certificates have been issued.

The dead-ship tow approval will be forwarded to Mr. Tom Patterson of McAllister Towing of Virginia and to your office. It is granted for the outbound transit through the Regulated Navigation Area as defined in 33 CFR 165.501. This approval is valid until November 15, 2003. If the tow has not been completed by this date an updated dead-ship tow request form will need to be resubmitted for approval through this office.

If you should have any further questions, please contact LTJG Davis at (757) 668-5590.

Sincerely,

ROBERT R. O'BRIEN, JR.
Captain, U. S. Coast Guard
Captain of the Port Hampton Roads

Copy: Commander, Fifth Coast Guard District (m)
Mr. Jeff McMahon, U.S. Maritime Administration
Mr. Michael Bagley, U.S. Maritime Administration
Mr. David Gusman, Virginia Dept. of Environmental Quality
T. Parker Host, Inc.
Mr. Andy King  
The Pyne Companies Ltd.  
40 Wall Street  
New York, NY 10005

Dear Sir:

Per our letters dated June 2 and September 23, 2003 certain requirements were to be addressed before the tow of the vessels CANOPUS and COMPASS ISLAND from the James River Reserve Fleet out of the port of Hampton Roads. As of the date of this letter those requirements have been satisfactorily met and the International Loadline Exemption Certificates have been issued.

The dead-ship tow approval will be forwarded to Mr. Tom Patterson of McAllister Towing of Virginia and to your office. It is granted for the outbound transit through the Regulated Navigation Area as defined in 33 CFR 165.501. This approval is valid until November 20, 2003. If the tow has not been completed by this date an updated dead-ship tow request form will need to be resubmitted for approval through this office.

If you should have any further questions, please contact LTJG Davis at (757) 668-5590.

Sincerely,

[Signature]

ROBERT R. O'BRIEN, JR.  
Captain, U.S. Coast Guard  
Captain of the Port Hampton Roads

Copy: Commander, Fifth Coast Guard District (m)  
Mr. Jeff McMahon, U.S. Maritime Administration  
Mr. Michael Bagley, U.S. Maritime Administration  
Mr. David Gusman, Virginia Dept. of Environmental Quality  
T. Parker Host, Inc.
Department of Transportation  
Maritime Administration  
MAR-743 Room 2112  
400 7th Street SW  
Washington, DC 20590

INTERNATIONAL LOAD LINE EXEMPTION CERTIFICATE

Issued under the provisions of the International Convention on Load Lines, 1966, under the authority of the Government of the United States of America, and the Commandant, U.S. Coast Guard:

By the Officer in Charge, Marine Inspection, U.S. Coast Guard, Port of Hampton Roads, Norfolk, Virginia, and duly authorized for assigning and exemption purposes under the provisions of the Convention.

CALOOSAHATCHEE, Ex. AO 89

This is to certify that the above-mentioned vessel is exempted from the provisions of the 1966 Convention, under the authority conferred by Article 6(4) of the Convention referred to above, and that this vessel has been surveyed accordingly.

The voyage for which this exemption is granted under Article 6(4) is:

From: NORFOLK, VIRGINIA, U.S.A.

To: TEESIDE, ENGLAND

Conditions: All openings to the hull shall be closed and securely fastened. This vessel is to proceed under tow without passengers, crew, or cargo.

This Certificate is valid until arrival in Teesside, England, and in no case later than November 1, 2003.

Issued at Norfolk, Virginia, October 1, 2003

[Signature]
ROBERT R. O'BRIEN, JR.
Captain, U.S. Coast Guard  
Officer in Charge, Marine Inspection

Load Line Exemption(s)
INTERNATIONAL LOAD LINE EXEMPTION CERTIFICATE

Issued under the provisions of the International Convention on Load Lines, 1966, under the authority of the Government of the United States of America, and the Commandant, U. S. Coast Guard:

By the Officer in Charge, Marine Inspection, U.S. Coast Guard, Port of Hampton Roads, Norfolk, Virginia, and duly authorized for assigning and exemption purposes under the provisions of the Convention.

CANISTEO, Ex. AO 99

This is to certify that the above-mentioned vessel is exempted from the provisions of the 1966 Convention, under the authority conferred by Article 6(4) of the Convention referred to above, and that this vessel has been surveyed accordingly.

The voyage for which this exemption is granted under Article 6(4) is:

From: NORFOLK, VIRGINIA, U.S.A.

To: TEESSIDE, ENGLAND

Conditions: All openings to the hull shall be closed and securely fastened. This vessel is to proceed under tow without passengers, crew, or cargo.

This Certificate is valid until arrival in Teesside, England, and in no case later than November 15, 2003.

Issued at Norfolk, Virginia, October 2, 2003.

[Signature]

ROBERT R. O'BRIEN, JR.
Captain, U. S. Coast Guard
Officer in Charge, Marine Inspection
INTERNATIONAL LOAD LINE EXEMPTION CERTIFICATE

Issued under the provisions of the International Convention on Load Lines, 1966, under the authority of the Government of the United States of America, and the Commandant, U. S. Coast Guard:

By the Officer in Charge, Marine Inspection, U.S. Coast Guard, Port of Hampton Roads, Norfolk, Virginia, and duly authorized for assigning and exemption purposes under the provisions of the Convention.

CANOPUS, Ex. AS 34

This is to certify that the above-mentioned vessel is exempted from the provisions of the 1966 Convention, under the authority conferred by Article 6(4) of the Convention referred to above, and that this vessel has been surveyed accordingly.

The voyage for which this exemption is granted under Article 6(4) is:

From: NORFOLK, VIRGINIA, U.S.A.

To: TEESIDE, ENGLAND

Conditions: All openings to the hull shall be closed and securely fastened. This vessel is to proceed under tow without passengers, crew, or cargo.

This Certificate is valid until arrival in Teesside, England, and in no case later than November 20, 2003.

Issued at Norfolk, Virginia, October 6, 2003.

[Signature]

ROBERT R. O'BRIEN, JR.
Captain, U. S. Coast Guard
Officer in Charge, Marine Inspection
International Load Line Exemption Certificate

Issued under the provisions of the International Convention on Load Lines, 1966, under the authority of the Government of the United States of America, and the Commandant, U. S. Coast Guard:

By the Officer in Charge, Marine Inspection, U.S. Coast Guard, Port of Hampton Roads, Norfolk, Virginia, and duly authorized for assigning and exemption purposes under the provisions of the Convention.

COMPASS ISLAND, EX. AG 153

This is to certify that the above-mentioned vessel is exempted from the provisions of the 1966 Convention, under the authority conferred by Article 6(4) of the Convention referred to above, and that this vessel has been surveyed accordingly.

The voyage for which this exemption is granted under Article 6(4) is:

From: NORFOLK, VIRGINIA, U.S.A.

To: TEESIDE, ENGLAND

Conditions: All openings to the hull shall be closed and securely fastened. This vessel is to proceed under tow without passengers, crew, or cargo.

This Certificate is valid until arrival in Teesside, England, and in no case later than November 20, 2003.

Issued at Norfolk, Virginia, October 6, 2003.

______________________________
ROBERT R. O'BRIEN, JR.
Captain, U. S. Coast Guard
Officer in Charge, Marine Inspection
Preliminary Recommendations for Preparation of SS Caloosahatchee

Survey of the SS Caloosahatchee was conducted as she lay afloat at the Reserve Fleet moorings of the James River on Monday 11th August, 2003. We have the following recommendations:

Observations

The Caloosahatchee was lying at an angle of about 5 degrees to port. Port side cargo tank lids were opened but no obvious reason for the list was noted.

Recommendations

i) The reason for the port list is to be investigated and rectified.

ii) The steering gear locks to be hammered tight and locking arrangements fitted to prevent loosing in a seaway.

iii) All cranes, derricks and similar mobile equipment to be secured with their installed sea fastenings. Where such fastenings are unavailable, alternative arrangements to be made with the agreement of the attending surveyor.

iv) All loose and dismounted equipment such as electrical motors, removed sea valves and pipe work to be independently secured with half inch wire or similar strength material. Seizing wire is not to be used for sea fastenings.

v) Main and emergency towing arrangements to be prepared using the ships anchor chains and devil's claws. The temporary shelter constructed over the windlass will need to be removed. A diagram will be provided.

vi) 10 inch openings cut into the weather deck in various locations to be scaled.
vii) All goose necks, air and sounding pipes and cargo tank accesses are to be tested for integrity and fully sealed with tape if the weather tightness is compromised.

John Waite
Director
Preliminary Recommendations
for
Preparation of SS Canisteo

Survey of the SS Canisteo was conducted as she lay afloat at the Reserve Fleet moorings of the James River on Monday 11th August, 2003. We have the following recommendations:

Recommendations

i) The steering gear locks to be hammered tight and locking arrangements fitted to prevent loosing in a seaway. Additional sea fastenings to be provided as on the sister vessel Caloosahatchee.

ii) All cranes, derricks and similar mobile equipment to be secured with their installed sea fastenings. Where such fastenings are unavailable, alternative arrangements to be made with the agreement of the attending surveyor.

iii) All loose and dismounted equipment such as electrical motors, removed sea valves and pipe work to be independently secured with half inch wire or similar strength material. Seizing wire is not to be used for sea fastenings.

iv) All goose necks, air and sounding pipes and cargo tank accesses are to be tested for integrity and fully sealed with tape if the weather tightness is compromised.

v) Main and emergency towing arrangements to be prepared using the ships anchor chains and devil's claws. A diagram will be provided.

vi) 10 inch openings cut into the weather deck in various locations to be sealed

John Waite
Director
Preliminary Recommendations
for
Preparation of SS Compass Island

Survey of the SS Compass Island was conducted as she lay afloat at the Reserve Fleet moorings of the James River on Tuesday 12th August, 2003. We have the following recommendations:

Recommendations

i) Fore peak eductor valve to be closed and wired shut

ii) Chain locker manhole cover to be replaced

iii) No 1 Hold – auxiliary deck room (tank top level, starboard side forward). Overall cooling water line to be closed and wired shut.

iv) All goose necks, air and sounding pipes and cargo tank accesses are to be tested for integrity and fully sealed with tape if the weather tightness is compromised. All deadlights in accommodation to be closed and secured.

v) Steering gear lock. Split pipe locks to be fitted on four of the eight rams, ie an opposing pair on each set.

vi) All loose and dismounted equipment such as electrical motors, removed sea valves and pipe work to be independently secured with half inch wire or similar strength material. Seizing wire is not to be used for sea fastenings.

vii) Main and emergency towing arrangements to be prepared using the ships anchor chains and devil's claws. A diagram will be provided.

External blanking of all hull overboard discharges and inlets to be confirmed.

John Waite
Director

Website : MarineSurveys.pwp.blueyonder.co.uk
Registered number in England : 4473196
Registered address : c/o Levy Blair, Treasure House, 19-21 Hatton Gardens, London, EC1N 8LF.
Preliminary Recommendations
for
Preparation of SS Canopus

Survey of the SS Canopus was conducted as she lay afloat at the Reserve Fleet moorings of the James River on Saturday 9th and Monday 11th August, 2003. We have the following recommendations:

Recommendations

i) The shaft lock is to be upgraded for the ocean tow, as discussed and agreed locally.

ii) All cranes and similar mobile equipment to be secured with their installed sea fastenings. Where such fastenings are unavailable, alternative arrangements to be made with the agreement of the attending surveyor. Particular attention to be given to securing the crane jibs and to preventing the cab from slewing.

All goose necks, air and sounding pipes and cargo tank accesses are to be tested for integrity and fully sealed with tape if the weather tightness is compromised.

All loose and dismounted equipment such as electrical motors, removed sea valves and pipe work to be independently secured with half inch wire or similar strength material. Seizing wire is not to be used for sea fastenings.

v) Main and emergency towing arrangements to be prepared using the ships anchor chains and devil's claws. A diagram will be provided.

John Waite
Director
INSURANCE SURVEY CERTIFICATE

Survey Applicant

Vessel / Project

Approval of towage from ...

Under own power / In tow of

Approximate Commencement Date 29 September 2003

WE HEREBY CERTIFY that we have performed an insurance survey of the captioned project at your request to comply with the warranty imposed by your underwriters.

We have concluded that the project presents no circumstances beyond those which might normally be accepted by underwriters, subject to compliance with the attached recommendations. These recommendations must be complied with or this Certificate shall be deemed withdrawn.

The validity of this Certificate will extend to the end of the current policy period of .... months / days terminating on ................. whichever is sooner. If renewal of this Certificate is required a new survey must be requested no later than five business days before the expiration of the aforesaid period.

This Certificate shall also be deemed withdrawn if there should be any alteration to or modification of the project after the date set forth below.

This Certificate is issued pursuant to the terms of the Confirmation of Request for Insurance Survey. In issuing this Certificate, neither Marine Investigations & Survey Services Ltd nor its individual representatives warrants the safety of the contemplated project or the seaworthiness of the vessel. The sole purpose of the Certificate is to attest that, provided the attached recommendations are complied with, you have complied with the aforementioned warranty. No one should rely upon this Certificate for any other purpose. Accordingly, since its recommendations are made for no other purpose, neither Marine Investigations & Survey Services Ltd (nor its individual representatives) shall in any circumstances be responsible or liable to any person for any act, omission, default, negligence or breach of express or implied warranty in connection with the survey or the Certificate or for any loss, damage or expense howsoever caused which may subsequently occur.

Signed for Marine Investigations & Survey Services Ltd

Date 29/9/03

This Certificate has been understood and accepted by:

Owner's Representative / Master / Assured's Representative

Number of Recommendations

Delete as appropriate
INSURANCE SURVEY CERTIFICATE

Survey Applicant .......................... AblaUK Ltd.................................
Vessel / Project .......................... SS Canopus and SS Compass Island...
Approval of towage from ........... James River to Teesside......................
Under own power / in tow of ........... M/T Sable Cape..............................
Approximate Commencement Date ... 8 October, 2003...............................

WE HEREBY CERTIFY that we have performed an insurance survey of the captioned project at your request to comply with the warranty imposed by your underwriters.

We have concluded that the project presents no circumstances beyond those, which might normally be accepted by underwriters, subject to compliance with the attached recommendations. These recommendations must be complied with or this Certificate shall be deemed withdrawn.

If renewal of this Certificate is required a new survey must be requested no later than five business days before the expiration of the aforesaid period.

This Certificate shall also be deemed withdrawn if there should be any alteration to or modification of the project after the date set forth below.

This Certificate is issued pursuant to the terms of the Confirmation of Request for Insurance Survey. In issuing this Certificate, neither Marine Investigations & Survey Services Ltd nor its individual representatives warrants the safety of the contemplated project or the seaworthiness of the vessel. The sole purpose of the Certificate is to attest that, provided the attached recommendations are complied with, you have complied with the aforementioned warranty. No one should rely upon this Certificate for any other purpose. Accordingly, since its recommendations are made for no other purpose, neither Marine Investigations & Survey Services Ltd (nor its individual representatives) shall in any circumstances be responsible or liable to any person for any act, omission, default, negligence or breach of express or implied warranty in connection with the survey or the Certificate or for any loss, damage or expense howsoever caused which may subsequently occur.

Signed for Marine Investigations & Survey Services Ltd

Date .............................

This Certificate has been understood and accepted by:-

Owner's Representative / Vessel's Master / Assured's Representative

Date .............................
Maritime and Coastguard Agency
Aberdeen Marine Office
Blairdies Quay
Aberdeen
AB11 5EZ

11 September 2003

Able UK Ltd
Able House
Billingham Reach Industrial Estate
Billingham
Teeside TS 23 1PX

For the attention of Mr. Clive Marshall

cc: Secretary of State's Representative, Mr. Robin Middleton
cc: United States Coastguard Lt, Mike Dolen
cc: U.S. Dept. of Transportation (MARAD) Mr. Roger Taylor
cc: International Towage Contractors (ITC) Mr. Jan van Driel
cc: Marine Investigation & Survey Services Mr. John Waite

Dear Sir

Re: Inspections/Condition of Proposed Tow of Vessels CALOOSAHATCHIE and CANISTEO – 10 September 2003

I carried out an inspection of the above vessels where they are rafted at Fort Eustis, in James River, Virginia. During my inspection, I was accompanied by Mr. Roger Taylor and other officers of the U.S. Department of Transport, Mr. Alya Fike, surveyor for Able UK/PRP (new owners/insurers) and Mr. Jan van Driel, superintendent of ITC (towing company).

My findings are as follows:

Attachment 5

UKMCA
**Background Information**

My inspection was carried out on behalf of the Maritime and Coastguard Agency, and under the instructions of Robin Middleton (SOSREP) on behalf of the UK Government. The purpose of my inspection was to obtain an overview of the condition of the two subject vessels, and to make pertinent comments which in my opinion, would assist in:

1. The protection of UK maritime interests;
2. The safe conclusion of the proposed tow voyage.

I must point out that my inspection was superficial only. The points I have raised in this report should be added to the requirements of the towage plan, SOSREP's towage advisor's requirements, the new owners and their insurance/warranty surveyors' reports, and the requirements of the U.S. Coastguard prior to Load Line Exemption letters being issued, if my points are not already included.

**Observations**

(On both vessels)

1. The stern tube seals on both propeller shafts were badly corroded. They should be effectively sealed up by means of a cement box or equivalent method, to minimize seawater ingress. Further welding work on the existing locking arrangements for the propeller shafts, is required by Mr. Jan van Driel.

2. The rivets in way of the ships' sides above the after end of the shafts were badly corroded. These should be given a thorough inspection by a competent person and suitable repairs effected as necessary, in order to minimize the possibility of flooding during the tow.

3. An in-water inspection of the wind and waterline areas of both vessels should be undertaken in order to assess wastage, pitting and deterioration of the steelwork, bearing in mind that the vessels have been laid up for 18-20 years. The inspection report should be to the satisfaction of the towage company and the warranty surveyor.

4. A General Arrangement for both vessels should be made available, in order to assist in locating and identifying the numerous watertight doors, hatches and closing arrangements on decks, deckheads and bulkheads. This is to assist the tug crew in checking that everything is closed and secure prior to the tow voyage.

5. A Capacity Plan or Tank Plan and Sounding Plan should be made available to the tug crew, for checking prior to and during the tow voyage.

6. I am informed that an environmental impact assessment has been carried out by the UK Environment Agency regarding the pollutants and hazardous materials on board both vessels, for transfer to land facilities at final destination. A Risk
Assessment must also be carried out to the satisfaction of the Maritime and Coastguard Agency, prior to the proposed towage through UK waters.

7. Radio transponders should be fitted to both vessels as required by the new owners.
8. Power packs and salvage pumps should be fitted to both vessels, to facilitate control of possible water ingress to compartments, during the tow voyage.
9. A calculation of Bending Moments and Shear Forces of both vessels in their present condition should be carried out. The Bending Moment results should be expressed as a percentage of the maximum allowable for seagoing conditions. I understand and appreciate that this may not be possible due to unavailability of data, but at the very least, the warranty surveyor should be satisfied that the Bending Moments are acceptable for the proposed voyage.
10. (CALOOSAHATCHIE only) The pelican hooks are to be re-positioned to the satisfaction of the tug skipper/representative.

The Maritime and Coastguard Agency require that all the above items are satisfactorily closed out, along with additional requirements of all other interested parties, before the tow enters UK waters. It is therefore of the utmost common sense that all necessary work is completed before the vessels leave their present location.

Should you require clarification on this report, please do not hesitate to contact me.

In conclusion, I should like to thank all the officers of the United States authorities who assisted me in carrying out my task. I could not have done so without their guidance and full co-operation. I am also conscious of today's date and its significance. On behalf of the Maritime and Coastguard Agency, I would like to express my condolences to the American people for the tragic events that occurred two years ago.

Yours sincerely,

Mike Deeming
Marine Surveyor (Nautical)
Tel: (01) 224 597900
Fax: (01) 224 573725
Email: mike_deeming@now.co.uk
FACSIMILE

To: Clive Marshall,
Able UK Ltd.

Date: 06 October 2003
No of pages (including this one): 1

From: Robin Middleton
Secretary of State’s Representative (SOSREP)
Maritime Salvage & Intervention
Tel: +44 (0)7713 500 124 Fax: +44 (0)2380 329 321

Dear Mr Marshall

JAMES RIVER RESERVE FLEET (GHOST SHIPS): PROPOSED SHIPMENT TO TEESIDE UK – M/T CALOOSAHATCHEE AND M/T CANISTEO

This letter is to confirm our telephone conversation of Friday evening regarding the above.

I am now content for the first 2 ships (the M/T CALOOSAHATCHEE and M/T CANISTEO) to depart from the USA destined for Hartlepool. This is subject to the conditions contained in the documentation agreed between us and those in the ITC Towage Manual being complied with. I do, however, need to keep the situation under review and should circumstances change I reserve the right to issue such directions as may be necessary.

Robin Middleton
Maritime Salvage & Intervention

E-mail Robin.Middleton@mca.gov.uk

CONFIDENTIALITY NOTICE: The information contained in this facsimile is intended only for the individual or persons to whom it is addressed. It may contain privileged and confidential information and, if you are not the intended recipient, you must not read, copy or distribute it, nor take any action in reliance upon it. If you have received this facsimile in error, please inform the sender as soon as possible at the telephone number shown below and destroy it.

If any problems are experienced with this transmission, please telephone 0044 7713 50 01 24
To: Clive Marshall,
Able UK Ltd.

Date: 10th October 2003
No of pages (including this one): 1

From: Robin Middleton
Secretary of State’s Representative
Maritime Salvage & Intervention
Tel: +44 (0)7713 500 124
Fax: +44 (0)2380 329 321

Dear Mr Marshall

JAMES RIVER RESERVE FLEET (GHOST SHIPS): PROPOSED SHIPMENT TO
TEESIDE UK – COMPASS ISLAND and CANOPUS

This letter is to confirm our telephone conversation of yesterday evening regarding the above.

I am now content for the second convoy of ships (COMPASS ISLAND and CANOPUS) to depart from the USA destined for Teeside. This is subject to the conditions contained in the documentation agreed between us and those in the ITC Towage Manual being complied with. I do, however, need to keep the situation under review and should circumstances change I reserve the right to issue such directions as may be necessary.

Robin Middleton
Maritime Salvage & Intervention
E-mail: Robin_Middleton@mca.gov.uk

CONFIDENTIALITY NOTICE: The information contained in this facsimile is intended only for the individual or persons to whom it is addressed. It may contain privileged and confidential information and, if you are not the intended recipient, you must not read, copy or distribute it, nor take any action in reliance upon it. If you have received this facsimile in error, please inform the sender as soon as possible at the telephone number shown below and destroy it.

If any problems are experienced with this transmission, please telephone: 0644 7713 69 01 24

mca
An executive agency of the Department of the Environment, Transport and the Regions
September 26, 2003

James River Reserve Fleet
PO Drawer C
Fort Eustis, VA 23604

Attn: Bob Rohr

Re: Video Inspection of Rivets on the Caloosahatchee and the Canisteo

Dear Mr. Rohr,

On September 15, 2003, Seaward Marine Services conducted a video inspection of the Doubler Plate Rivets on the Caloosahatchee and the Canisteo. To accomplish this a 10' long by 1' wide area was cleaned of marine growth on the Port and Starboard sides above the shaft on both vessels. The diver noted as evident on the video recording that the rivets appeared to be in good condition with minor corrosion present. Should there be any questions or concerns feel free to call at any time.

Sincerely,

Michael Trautman
Seaward Marine Services
DOTTED LINES REPRESENT AREAS THE DIVER CLEANED AND INSPECTED ON RIVETED DOUBLER PLATE.
Diver entered the water on the port side aft quarter pivot plate and cleaned the marine growth from area then diver performed a u w video inspection on the plate and pivots. Diver found no missing, deteriorated or damaged pivots on port or starboard plates on ethane vessel. The video unit would distort when the diver would speak we re inspected the areas with minimal conversations just basic narrations were used. Dive crew used 2 video tapes (one per ship).

Dive Supervisor
Allen T. Curlee

Allen Curlee