



# Budwine & Associates, Inc.

211 Christine Court | Covington, LA 70433

Phone: 985-893-6133 Fax: 985-893-6132

Email: [fbudwine@budwineassociates.com](mailto:fbudwine@budwineassociates.com)

Website: [www.budwineassociates.com](http://www.budwineassociates.com)

Greenville, MS ~ Memphis, TN ~ New Orleans, LA ~ Paducah, KY

**Survey Report No.: PRELIMINARY REPORT**

**September 5, 2015**

AARON EQUIPMENT COMPANY, INC.

735 E. GREEN STREET

BENSENVILLE, IL 60106

ATT: MR. MICHAEL COHEN

([mcohen@aaronequipment.com](mailto:mcohen@aaronequipment.com))

RE: NACM FLEET

GENERAL INSPECTION

Mr. Cohen,

At your request, last Wednesday, September 2, 2015, we attended survey of all 13 NACM barges in Memphis, TN to perform walkaround inspections. Water levels within the various void compartments of all NACM barges were noted as follows:

<u>Barge #</u>	<u>Bow</u>	<u>No. 1</u>	<u>No. 2</u>	<u>No. 3</u>	<u>No. 4</u>	<u>Stern</u>	<u>Hopper</u>
NACM-98101	3"	2"	3"	7"	1"	1"	< 2"
NACM-98102	Flooded	1"	3"	3"	2"	3"	< 2"
NACM-98104	3"	Trace	Dry	Dry	4"	2"	< 2"
NACM-98105	Flooded	Dry	Trace	Trace	2"	Dry	< 2"
NACM-98106	Flooded	4"	4"	1"	Flooded	4"	< 2"
NACM-98107	6"	Dry	2"	Dry	Dry	Trace	< 2"
NACM-98108	Flooded	4"	10"	5"	Dry	1"	< 2"
NACM-98109	Flooded	Flooded	Trace	2"	Dry	6"	< 2"
NACM-98110	Flooded	11"	1"	2"	1"	1"	< 2"
NACM-98111	1"	Trace	2"	2"	Dry	1"	< 2"
NACM-98112	6"	5"	Dry	Dry	Flooded	2"	< 2"
NACM-98113	Flooded	Trace	1"	2"	Flooded	Flooded	< 2"
NACM-98114	Flooded	Dry	Dry	Dry	Flooded	Dry	< 2"

## SURVEYOR COMMENTS

Our opinion is that the best candidates for any type of re-purpose would be the vessels noted to have the shallowest pitting at the time of survey in 2013 which were as follows: NACM-98104, NACM-98106, & NACM-98113.

Pit depths were not recorded in 2013, but we also believe the NACM-98101 to be in a condition similar to that of the above referenced.

It is our opinion that, based upon the condition of the hulls, none of the NACM barges are currently fit for any type of service, and that only the barges referenced above should be candidates for any type of short term service if re-purposed and partially re-plated. Further, internal structurals for the most part, were found to be in a poor to fair condition, and a high percentage of welds are believed to be broken at the juncture of the longitudinal side frames and vertical truss frames in way of the wingtanks and void compartments.

We believe that returning the above referenced vessels to short term service would require, at minimum, renewal of hull bottom plating near the No. 4 wingtank aft bulkhead (over width), renewal of a major portion of the rake bottom (over width) and/or knuckle plating, and possibly the renewal of other wasted steel including internal structurals.

Even with these renewals, we believe issues will continue to arise as pitting about the vessels is extensive and will likely lead to pinholes developing at accelerated rates.

We have submitted amended general condition survey reports which call for the vessels to be re-plated.

I have attached labelled photos, audio gauge reports, amended general condition report example, and some additional reports which detail damages and/or extensive repairs noted since the time of the original general condition surveys.

Additionally, I have attached the maintenance repairs report for NACM-98112.

Attending Surveyors:

Charles Parker  
Brock Stewart

BUDWINE & ASSOCIATES

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Fred O. Budwine / President