



Marine Safety Consultants, Inc.

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January 13, 2020

File No.: 20-0034

Jay Cashman, Inc.
549 South Street
PO Box 692396
Quincy, MA 02269

Attn: Shawn Rebello

Re: Barge RANDY R
Allision
DOI: 1/11/20

THIS IS TO CERTIFY THAT the undersigned surveyors did on the morning of January 11, 2020 and subsequent dates, attend survey at Woods Hole Terminal at Woods Hole, MA for the purpose of determining the cause, nature and extent of damages resulting from an allision between the motor vessel and the spudded barge.

ALLEGATION

It is alleged that at approximately 0830 hours on January 11, 2020, the M/V GAYHEAD, Official No.: 643770, was making approach to Slip 2 at the Woods Hole Terminal, and as she was backing, the starboard side fell downwind and impacted on a mono pile and the Barge RANDY R.

To the best of our knowledge, there were no injuries involved with this incident. Damages to the GAYHEAD were not inspected by the undersigned, but personnel on site informed us that the Coast Guard had attended and cleared the vessel to sail following discharge and loading.

DAMAGES FOUND

When the undersigned attended aboard the Barge RANDY R in company with Shawn Rebello, project superintendent, and Ben Barattini, the following damages were found and recommendations made:

FOUND

1. At the forward deck edge, in way the double bitt at the port side, the deck edge is impacted and flattened over a 30" run. The flattening is considered moderate in that it is set in approximately 1 – 1 ½".
2. The adjacent deck at the gunwale is set in and moderately pushed up over an area 30" x 6", set up approximately 1 – 1 ½".
3. We were shown a 92" mono pile driven just off midships of the spud barge RANDY R, which suffered a crease at a marked 9.5' level, with moderate indent, being approximately 6' in height and 4' in circumference. It appears to be set in 1 – 1 ½".
4. The port spud inboard forward and aft angle iron are fracture and filling with water.
5. The starboard spud inboard forward and aft outboard angle iron are fractured and filling with water.

RECOMMEND

1. Crop and insert new molded plate in way, 30" x 8". Reweld and paint disturbed name letters
2. Crop and insert 30' x 6" x ½" plate
4. Drain water from angle iron, inspect spud tube for fractures, grind a "V" out of fractured angle iron, reweld fracture.
5. Drain water from angle iron, inspect spud tube for fractures, grind a "V" out of fractured angle iron, reweld fracture.

SURVEYOR'S NOTE: Given the impact reported by witnesses at Cashman, the forward rake and Port # 1 compartments were opened and inspected from the deck hatch for water ingress. Consideration for a fractured spudwell was the reason, and no water intake was found, although the barge charterer would continue to monitor. A follow up internal inspection pends removal of ballast water.

CAUSE OF DAMAGES

At the time of our inspection at 1200 hours on January 11, 2020, there was clear sky and clear atmosphere, with winds out of the south/southwest at 20 – 25 knots, gusting to 30 knots. It is reported these conditions were similar at the time of the incident. With a south/southwest wind, the vessel turning and backing into the slip in an easterly direction apparently lost control of the bow and the bow was caused to be affected by the wind and strike the barge on the mono pile.

RECOMMENDATIONS / FUTURE PLANS

Until otherwise directed, we will take no further action and stand by for further instructions.

Please do not hesitate to contact us with your questions, concerns or additional instructions.

Submitted without prejudice,
MARINE SAFETY CONSULTANTS, INC.



Michael L. Collyer
Principal Surveyor

Submitted without prejudice,
MARINE SAFETY CONSULTANTS, INC.



Dana P. Collyer, NAMS-CMS
Senior Marine Surveyor

Enclosures: 1. Photographs