

Lot 101**1999 297.5' Trinity Marine Inland Tank Barge "AT-3001"****PARTICULARS**

Name: AT-3001

Service: Inland Tank Barge

Trade: Lakes, Bays, and Sounds

Official Number: 1083431

Dimensions: Length 297.5' Breadth 54.0' Depth 12.0'

Tonnage: Gross 1619 GRT Net 1619 NRT

Built: 1999 by Trinity Marine in Madisonville, Louisiana

Hull Number: 2070-2

Hailing Port: Rio Hondo, TX

Cargo Capacity: 30,000-barrels

Cargo Authority: Grade "A" & Lower & Specified Hazardous Cargoes

USCG Certificate of Documentation: Issued August 12, 2024, Expires August 31, 2025

USCG Certificate of Inspection: Issued February 27, 2024, Expires February 2, 2029

Storage Location: Storage Facility: Turn Services, Meraux Fleet, 10500 Patterson Rd, New Orleans, LA 70131

CONSTRUCTION

The tank barge AT-3001 is found to be a twenty-six (26) year old, typical inland double sided, double bottom, internally framed tank barge of all steel welded construction with



raked bow, zero deadrise flat bottom, sheer slab sides and square stern, restricted to the transportation of the Grade "A" & Lower & Specified Hazardous Cargoes, operating in freshwater on inland rivers, lakes, bays, and sounds.

The stern main deck is fitted with product transfer equipment and machinery, is surrounded by a 6" high pollution rail. A single 6" diameter transversely mounted cargo header athwartships with port and starboard, 6" diameter rising stem gate valves and steel drip pans with rain shield covers fitted directly below.

Three (3) internally framed cargo tanks, each fitted with internal cargo piping and rising stem gate valves at each tank, three (3) raised cargo tank expansion trunks, each fitted with an 24" x 18" raised coaming 4-dog hatch with a visual inspection/ullage port, located on centerline with adjacent longitudinal walkway constructed with non-skid steel grating and equipped with a two (2) tier safety rail.

ARRANGEMENT

The tank barge is arranged internally with five (5) internally framed cargo tanks, with cargo trunk slightly raised above the main deck, designated from forward to aft as number one (1), two (2), three (3), four (4), and five (5), cargo tanks. Additionally, the bow rake and end voids as well as five (5) wing voids are arranged throughout the port and starboard sides of the cargo tanks and are common. All bow, wing, and stern voids are accessed via 18" round flush mount watertight manhole hatches.

The barge's hull is segregated by five (5) main transverse watertight bulkheads and is divided into the following seven (7) main subdivided compartments:

- Bow rake compartment.
- Number 1 port and starboard void compartment
- Number 2 port and starboard void compartment
- Number 3 port and starboard void compartment
- Number 4 port and starboard void compartment
- Number 5 port and starboard void compartment
- Stern void compartment.

CARGO EQUIPMENT

Two (2) One (1) port, one (1) starboard product pump diesel engine driving a right-angle gear drives deep well style centrifugal pump through a clutch. The diesel engine is radiator cooled and equipped with air start.



Three (3) Raised coaming 36" diameter cargo tank expansion trunks, each fitted with a 24" x 18" diameter 4-dog access hatch and 9" diameter single dog inspection / sample port.

Two (2) Transverse 6" diameter cargo headers with 6" rising stem gate valves, arranged one (1) each on the port and starboard side of the stern, just aft of the cargo tank.

Two (2) Steel drip pans with covers below each cargo header.

One (1) Approximate 300-gallon cylindrical steel diesel fuel tank.

One (1) Cargo warning sign with steel frame at midship.

One (1) Emergency engine shutdown pull cable, located near amidships, on top of the cargo tank.

One (1) Alarm & shore disconnect.

DECK FITTINGS

Twelve (12) 42" cast steel kevels arranged five (5) each port and starboard sides and one (1) each centered on the bow and stern.

Four (4) 8" Double bitts arranged one (1) each bow and stern, port, and starboard corners.

Three (3) Navigation light screens fitted one (1) each port and starboard forward quarter and one (1) on centerline at bow main deck.

Twelve (12) 18" round flush mount manhole covers for void hatches arranged five (5) each port and starboard sides and one (1) each bow and stern voids.

Four (4) 2' x 3' bow push knees fitted one (1) each on the port and starboard bow quarters, extending down, below the headlog.

VESSEL CONDITION

Note: All references to dimensions and are approximate.

EXTERNAL

- The vessel was sighted afloat in a laden condition.
- The hull coating is in fair to good condition, deck and tank coating is in good to excellent condition.
- The hull plating appeared to be in good condition with few areas of rust / scale throughout.



- Bow rake, headlog, port, and starboard side plating contains random 0 – 1 ½” indents throughout. Stern transom plating was difficult to sight due to being tightly moored to the AT-2001.
- Bow push knees contain random mild to moderate set ins.
- Port and starboard rub bars appear to contain mild to moderate random distortions throughout.
- Of what could be sighted the port and starboard corner wrappers and rake knuckles contain mild random distortions throughout.
- The barge appears well maintained, well kept, and in good condition overall.

INTERNAL VOID / PRODUCT COMPARTMENTS

- The internal void / product compartments were NOT examined at the time of the survey. This was an external only examination.

NOTES

- The barge was inspected while afloat in a laden condition, without removal of bolted enclosures to expose parts ordinarily concealed, or testing for tightness, or operating any equipment, limited to visible and readily accessible areas of the barge. No determination of stability characteristics has been made, and no opinion is expressed thereto.
- Equipment, specifications, and dimensions may be summarized, approximated or otherwise incomplete in description as information was not available, reasonably accessible, or of significance in determining the barge’s value.
- The vessel’s internal void / product tanks were not opened, inspected, entered, or otherwise evaluated.
- There was no UT Thickness reports or equipment maintenance records for review at the time of the survey.
- The barge appeared to be “cold stacked” at the time of the survey.
- Although the tank barge AT-3001 is twenty-six (26) years old, it appears to be in good condition. The vessel’s side shell plating is variously set in and what one would expect to find on a barge of this age and use of service, considered to be years of normal wear and tear.

CONCLUSION

In general, it is believed that the tank barge AT-3001 is capable of safely conducting Grade "A" & Lower & Specified Hazardous Cargoes transport operations, within its designed capabilities and certifications, and is considered to be in overall good condition, with a remaining economic useful service life of fourteen (14) years or more to remain fit for its



intended service, assuming the barge remains the subject of an ongoing inspection, preventive maintenance, and repair program, and in compliance with all U. S. Coast Guard Regulations and requirements.

OFFERED AS-IS

The details above are derived from third party sources and in no way represents any warranty of guarantee of any kind. Any inspection of the vessel was a visual survey and did not include plate gauging, dye testing of welds, hydro testing of watertight covers, or inspection of the internal structural components. By participating in the auction, participants confirm that they relied on their own information and personal inspection of the property. All property is offered AS-IS and WHERE-IS, without warranty or guarantee of any kind.