



H_M Hollister Marine

COMMERCIAL DIVING SERVICES

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CUTTING • WELDING • INSPECTION • RECOVERIES • BARGE RAISING

Date: 3 September 1999

CONDITION SURVEY DIAMOND ISLAND FERRY

THIS IS TO CERTIFY that the undersigned independent marine surveyor representing Hollister Marine Commercial Diving, Inc., did attend survey onboard the Diamond Island Ferry while it lay afloat at the Diamond Lake Landing located near Cassopolis, Michigan on 3 September 1999, at the request of Mr. Tim O'Leary, and for the account of the Diamond Island Association in order to determine the subject vessel's general condition.

IN ATTENDANCE

Mr. Chris Hollister	Hollister Marine Commercial
Mr. Scott W. Hollister	Diving, Inc. representing the
	Diamond Island Association
	And/or their interests

VESSEL PARTICULARS

Vessel Name:	Diamond Island Ferry
Length:	46 ft.
Breadth:	22 ft.
Depth:	3 ft.
Capacity:	50 tons (approx.)
Place Built:	New Orleans, LA

VESSEL DESCRIPTION

The Diamond Island Ferry is a self-propelled, flat decked vessel built atop two (2) approximately 46 ft. long X 10 ft. wide X 3 ft. deep pontoon sections which have been breasted up and welded together. Propulsion is via paddlewheels, one (1) each side port and starboard at amidships, powered by small electric motors. Power is supplied from an approximate 30 H.P. diesel gen-set. An enclosed operator's station is provided immediately aft of amidships along the starboard side. Each pontoon section is subdivided into four (4) watertight compartments via three (3) transverse watertight bulkheads.

Hull plating is as follows:

- Bottom plate – 1/4"
- Side shell plate – 1/4"
- Deck plate – 3/16"
- Transverse bulkheads – 1/4"
- Internal frame members – 3/16"

GAUGING REPORT

Readings were taken using a Cygnus 1 multiple echo ultrasonic gauging unit which was calibrated and occasional readings compared with those of exposed edges to verify accuracy.

The attached sketches of gaugings were prepared by the undersigned and are considered representative of the average condition of the plates gauged during this survey.

HULL CONDITION

Examination of the vessel's hull revealed a relatively uniform loss of plate thickness, approximating 25% of original, generally from in way of the wind/water line and below. Plate thicknesses above the wind/water line generally exhibited losses of less than 10% of original.

RECOMMENDATIONS

It is the opinion of the undersigned surveyor that the extreme heavy accumulations of zebra mussels be removed from the subject vessel's hull as soon as is practical to preclude further corrosion.

This survey represents the overt and unbiased opinion of this surveyor but in no way is to be construed as a guarantee or warranty. This report is for the purpose of information and record only and is made without prejudice to any persons or principals concerned.

The undersigned is an independent marine surveyor with no affiliation with any known interested party. All opinions are those of the undersigned and no implied opinion is made for items not covered within this report.

Respectfully submitted,



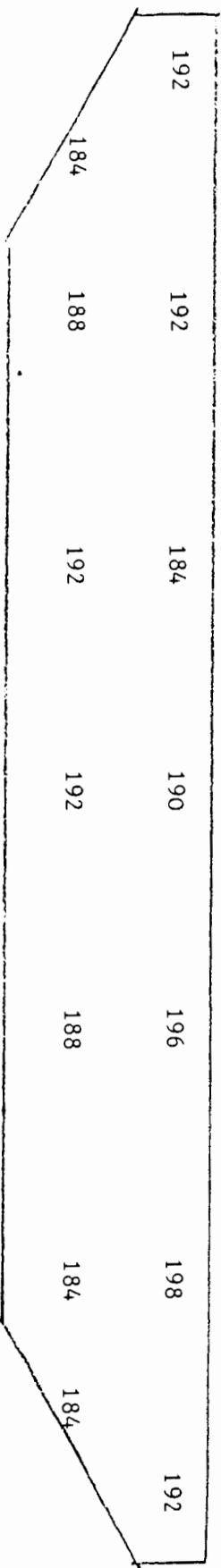
Scott W. Hollister
Marine Surveyor
Hollister Marine Commercial Diving, Inc.

Diamond Island Ferry

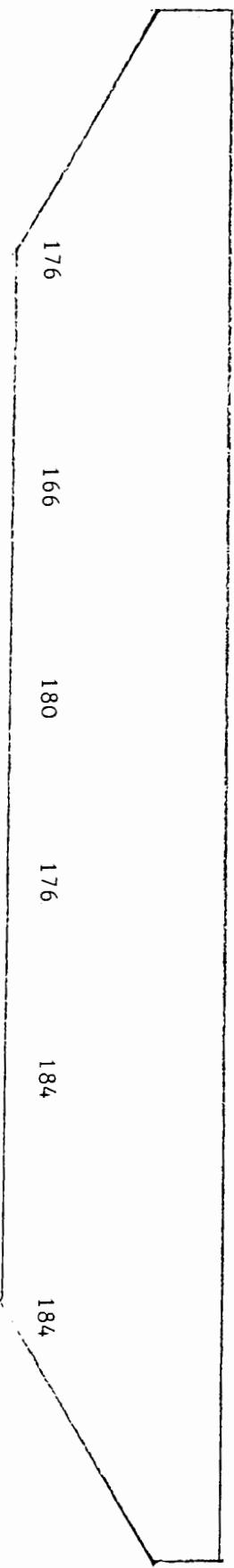
Ultrasonic Gauging

Port side shell plating

9/3/99



Outboard Profile



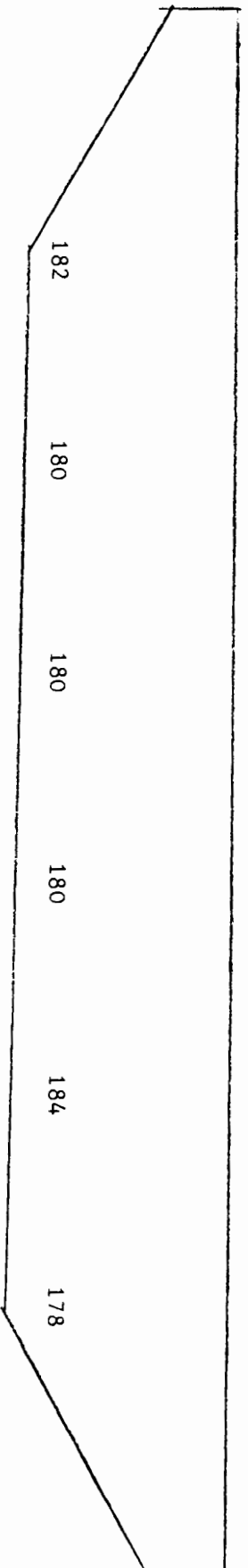
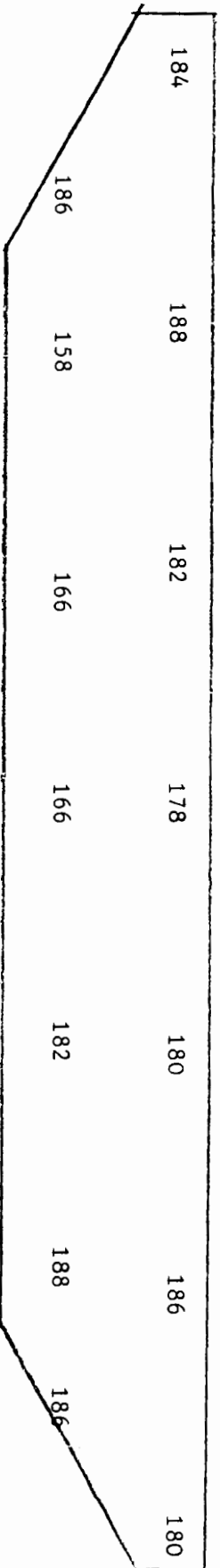
Inboard Profile

Diamond Island Ferry

Ultrasonic Gauging

Starboard side shell plating

9/3/99



Diamond Island Ferry

Ultrasonic Gauging

Bottom plating

9/3/99

240	Rake 190	176	182	180	178	Rake 188	240
242	Renewed with 1/4" plate 250	176	178	168	168	180	232

Port Outboard

Port Inboard

Headlog

Sternlog

238	Rake 178 Renewed with 1/4" plate 250	182	184	178	176	Rake 190	242
236	182	178	188	180	174	184	238

Stbd Inboard

Stbd Outboard