



St-Bruno, December 1st, 2014

MASTER, OWNERS & AGENTS OF M/V KATHRYN SPIRIT
C/O Mr. Joël Baillargeon, Gestion JRB inc. (2012)
RECICLAJES ECOLOGICOS MARITIMOS S.A. DE C.V.
Domicilio Conocido S/N Isla Cardenas
Michoacan, CP 60950
Mexico – R.F.C. REM0703018L7

Subject: U\W inspection prior to towing of the M/V Kathryn Spirit

On November 28th, 2014, a class approved dive team (**LR: MTL 1300412**) from our Firm was dispatched by mobile unit to conduct an underwater inspection prior to the towing of the M/V Kathryn Spirit, lying in berth at the Beauharnois Recycling Center, Beauharnois, Quebec, Canada.

This inspection was to ascertain the conditions of the hull, propeller, rudder and related equipment. Captain Richard G. Côté, and Captain Oliver Lauzon from The St. Lawrence Seaway Management Corporation, and Mr. Laval J Ho-Wo-Cheong from Transport Canada attended this inspection.

The inspection was done under normal conditions. Summaries of the diver's observations are as follows. This inspection will provide a general overview of the vessel's condition.

1.0 DIVING CREW

- Crew Chief and Diver: Josh Bazar
- Standby Diver: Robert Benoit
- Diver Tender: Christopher Catalan

2.0 ATMOSPHERIC AND AQUATIC CONDITIONS

- Weather: Cloudy
- Temperature: -3° Celsius
- Water Visibility: 5.0 meters
- Current: nil
- Water Temperature: 4° Celsius

525, rue Sagard
Bureau 102
Saint-Bruno
(Québec) Canada
J3V 6C1

Tél. : (450) 441-2974
Fax : (450) 441-3791

Internet :
www.divexmarine.com

Courriel :
divex@divexmarine.com

Accréditation :
ABS America
Bureau Veritas
Lloyd's Register
Det Norske Veritas
Germanischer Lloyd
ClassNK

Licence R.B.Q. :
8112-3762-50

3.0 DIVE OUTLINE

- Method: Surface supplied
- Time Left Surface: 9:00 local 11:55 local
- Time Reached Surface: 10:30 local 13:05 local
- Bottom Time: 90 minutes 70 minutes
- Max. Depth: 6.0 meters 6.0 meters

4.0 DRAFT MARKS

- Bow: 15 feet
- Amidships: 16 feet
- Stern: 15 feet

5.0 HULL

- We concentrated this inspection on the turn of the bilge and bottom plating. We began the inspection at the aft end, moving forwards towards the bow. As requested we focused our attention on major damages, cracks, and punctures that could jeopardize the towing operation.

6.0 FOREPEAK

- No major damage was observed in this area;
- We observed a heavy coverage of marine growth, mostly consisting of zebra mussels.

7.0 CARGO HOLD N°1

- No major damage was observed in this area;
- We observed a heavy coverage of marine growth, mostly consisting of zebra mussels.



8.0 CARGO HOLD N°2

- No major damage was observed in this area;
- We observed a heavy coverage of marine growth, mostly consisting of zebra mussels.

9.0 CARGO HOLD N°3

- No major damage was observed in this area;
- We observed a heavy coverage of marine growth, mostly consisting of zebra mussels.

10.0 CARGO HOLD N°4

- No major damage was observed in this area;
- We observed a heavy coverage of marine growth, mostly consisting of zebra mussels.

11.0 CARGO HOLD N°5

- We observed multiple set-ups on the bottom plating, but no cracks or punctures;
- Due to the lack of spacing between the hull and the river bottom, the survey of the starboard side bottom plating could not be completed;
- We observed a heavy coverage of marine growth, mostly consisting of zebra mussels.

12.0 ENGINE ROOM

- No major damage was observed in this area;
- Due to the lack of spacing between the hull and the river bottom, the survey of the starboard side bottom plating could not be completed;
- We observed a heavy coverage of marine growth, mostly consisting of zebra mussels;
- All the vessel water outlets and sea chests were blanked with steel plates secured by welded dogs.



13.0 AFTER PEAK

- No major damage was observed in this area;
- We observed a heavy coverage of marine growth, mostly consisting of zebra mussels.

14.0 BILGE KEEL

- No major damage was observed to the port and starboard side bilge keels.

15.0 PROPELLER

- We observed that the propeller was secured at the 9 o'clock position with a steel cable, which was secured on the deck.

16.0 RUDDER


- The rudder was without major mechanical damage.

17.0 SUMMARY

This examination was made without removing or opening up concealed parts or testing for tightness, and therefore, is subject to any condition, which would have been revealed had such procedures been accomplished. Furthermore, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto.

This survey report is issued without prejudice and is intended for the benefit of whom it may concern.

If there are any further questions concerning the inspection, please do not hesitate to contact our Office.



Michel Birs, President
Divex Marine inc.