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Ian Darley – M.R.I.NA. – I. Eng.

Valuation Report - Single Screw Mooring Barge 'Regnum IV'

On instructions from the Chichester Harbour Conservancy, Owner of the single screw mooring barge ***'Regnum IV'***, I have undertaken walk through inspection ashore and on the basis of my findings have prepared a valuation of the vessel.

The inspection of the vessel was carried out under the following conditions: -

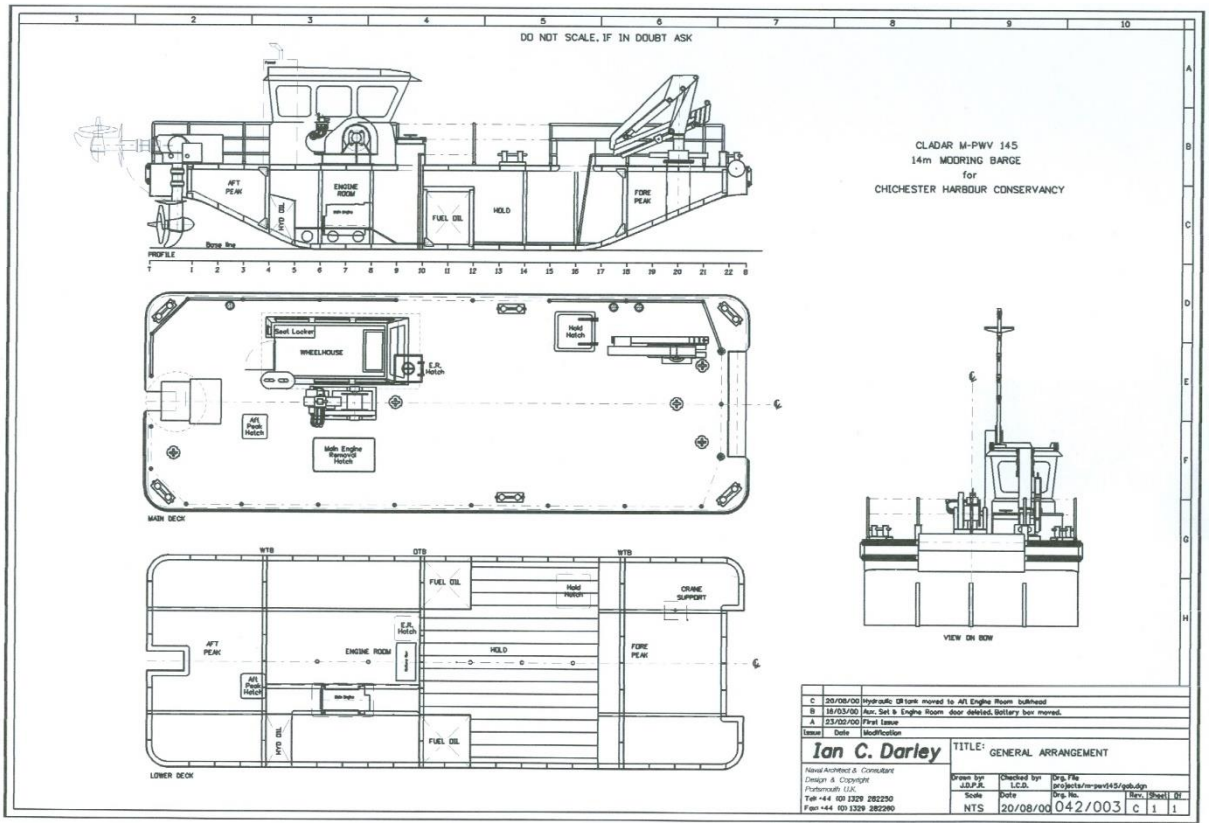
- **A.** The inspection was undertaken ashore at the Chichester Marina, West Sussex, on 19th October 2021.
- **B.** The vessel was suspended in the slings of the marina travel hoist.
- **C.** This was a walk-through inspection only with no dismantling of the vessel, access to enclosed spaces was by means of doors, hatches and normally portable panels only,

GENERAL PARTICULARS

'Regnum IV' was built by Manor Marine, Portland, in 2001 and is not on the UK Registry of Shipping, however, the vessel does have a valid United Kingdom Workboat Certificate, issued by Mecal, a copy of the latest periodical survey report is appended to this report.

The hull and superstructures are of steel with a single Cummins main engine reported to be rated at 99 kW, driving a hydraulic pump which in turn powers a Sykes Hydromaster drive leg with a fixed pitch propeller.

Dimensions – 14.00 x 5.00 x 2.00 Metres, deep draught 1.20 Metres.
Displacement– 44.60 Tonnes, lightship and maximum deadweight 14.80 Tonnes.
Gross and Net Tonnage – The vessel has not been measured for tonnage.



INSPECTION REPORT

1. The vessel is of single chine displacement hull form with layout from aft; aft peak, engine room, hold and fore peak. Deck structures comprise a wheelhouse located aft to port. The following describes the general condition, as noted during the inspection.

2. There is a dent in the bottom plating, to starboard, at the forward cut up; it is assumed the vessel hit the ground at some time in the past. Although not structurally affecting the hull at present the damaged area should, in my opinion, be removed and an insert plate fitted. Refer to the photograph to the right.

3. Generally, the shell plating appears satisfactory and at the time of this inspection an ultrasonic plate thickness survey was being undertaken by Ultramag; the surveyor indicated that all was in order; a copy of his report is appended to this report.

4. It is understood that the vessel has never been shot blasted since new and there is considerable build-up of paint coatings which were noted to be peeling in numerous areas. I would recommend that the whole hull externally, including the decks be shot blasted and the hull recoated in accordance with a suitable paint manufacturer's specification.

5. The bow roller is seized; the recommendation is for the roller to be removed, the bearings over-hauled and the roller replaced. Refer to the photograph to the left.

6. The ship side fendering and its supporting structure is in poor condition; in my opinion it will need to be completely removed, the condition of the plating behind examined and the bolting plates removed. Once the removal work is complete the various options for a replacement system will need to be considered. Refer to the photographs below.

7. The deck hatches need a thorough overhaul, the locking mechanisms are worn, springs strained, seals require replacement and the hinges worn. The most economical solution maybe to replace the lids and mechanisms. Refer to the photograph to the right.

8. When the decks are blasted the bollards should also be blasted, on completion a thorough examination to be carried out; it is possible that a pull test maybe necessary to check that they are sound. Each bollard should be marked with its safe working load. Refer to the photograph to the right.

9. Repairs have been carried out to the guard rails and stanchions, but corrosion of the steel work was noted and some of the removable stanchions are seized into the sockets. It is possible the most economical solution is replacement of entire guard rails, stanchions, wires and chains; stainless steel is a cost-effective method.

10. The wheelhouse is in structurally satisfactory condition although it could be worth considering blasting the exterior when the remainder of the vessel is blasted. There was a minor leak noted on one window. The main engine exhaust outlet is heavily corroded, see to the left, and will need replacement, stainless steel should be considered.

11. Internally the wheelhouse is in satisfactory condition, but the steel console is rusted in areas and would benefit from cleaning back to bare metal and recoating to a suitable paint manufacturer's specification.

12. The deck winch was not seen operating but the drive guard is corroded at the lower edge and considering its age consideration should be given to a thorough overhaul and test.

13. Below decks the engine room appears in satisfactory order and the machinery is reputed to be in good working order. The hold is clean and dry, but repairs were noted to one of the stanchion sockets.

CONCLUSIONS

This valuation is based on the findings above and information obtained concerning similar vessels currently available from ship brokers around the world, with no account being taken of the popularity, or otherwise of this type of craft, the purpose of the investigation was to determine the value of the craft as applicable in the current market.

In my opinion the barge is in average condition for a vessel of this age, however, it would benefit from a major refit and the valuation reflects this.

Investigations indicate that a replacement vessel, from a UK shipyard, would cost in the region of £800,000.00 to £900,000.00

Taking all the above into consideration I consider that the ***'Regnum IV'*** has a commercial value, in its current condition of about £225,000.00. In the event of a forced sale this figure could be reduced to around £175,000.00. But should the recommended remedial works be carried out; the value would increase to around £375,000.00 to £400,000.00, depending on the extent of upgrading work being undertaken.

Ian Darley

16th December 2021

mecal
International Marine Consultants

Periodical Survey Report

Name of Vessel:	**REGNUM IV**
Type of Vessel:	**Workboat**
Surveyor:	**Richard Alan Cartwright**
Type of Survey (Annual/Mid-Term/Change of Owner/Other):	**Annual (In Water)**
Date of Survey:	**7th June 2021**
MCA Code / Area Category / No. of Persons:	**MCA BROWN CODE / Category 3 / 4 Persons Onboard**
MECAL Unique Number:	**C15WB014051032**
Location/Conditions for Survey (afloat/dry):	**Itchenor, West Sussex / Fine Dry and Clear / Afloat**

Part 1 – Hull, Deck & Structure	**Satis**	**Unsat**	**NA**	**Remarks/ LSA dates etc**[1]
1.1 General condition of hull & structural attachments	✓			
1.2 Enhanced examn internal hull/structure(eg SV keels/OESV's)			✓	
1.3 General condition of deck areas	✓			
1.4 General condition of accommodation			✓	No Accommodation
1.5 Hatches / companionways / doors / skylights	✓			Recommend Renew Hatch Seals
1.6 Portlights & windows (including closures/blanks)	✓			Blanks not Required
1.7 Ventilators (including closing devices)	✓			
1.8 Air pipes & closing devices	✓			
1.9 Sea inlets & discharges	✓			
1.10 Water freeing arrangements	✓			
1.11 Keel / skeg / rudder attachments and rudder shaft play			✓	In Water Survey
1.12 Stern tube / P bracket attachments & shaft play/Prop(s)			✓	Aquamaster Unit
1.13 Watertight doors & bulkheads	✓			
1.14 Freeboard/Draught marks applied as applicable	✓			Freeboards / Load Line Checked
1.15 Other items				
Part 2 – Machinery & Systems				
2.1 Main engine general condition	✓			
2.2 Auxiliary machinery general condition	✓			
2.3 Fuel system	✓			
2.4 Engine cooling systems	✓			
2.5 Exhaust systems	✓			
2.6 Electrical systems	✓			
2.7 Battery stowage / protection / ventilation	✓			
2.8 Steering gear	✓			
2.9 Bilge system - pumps & alarms	✓			Bilge Alarms and Pumps Checked
2.10 Pressurised systems/equipment			✓	Not Fitted
2.11 Other equipment			✓	
Part 3 – Deck Equipment				
3.1 Anchors & cables	✓			
3.2 Windlass & associated structure			✓	
3.3 Mooring bitts / cleats & associated structure	✓			
3.4 Winches & associated structure	✓			
3.5 Sheet tracks / blocks			✓	
3.6 Superstructures / gantries & associated structure	✓			
3.7 Other equipment	✓			Crane OK
Part 4 – Rig (Sailing Vessels)			✓	Motor Vessel
4.1 Spars & associated structure			✓	
4.2 Chain-plates & associated structure			✓	
4.3 Standing rigging			✓	
4.4 Running rigging			✓	
4.5 Sails			✓	
4.6 Other equipment			✓	

Part 5 – Navigation & Radio Equipment	Satis	Unsat	NA	Remarks/ LSA dates etc [1]
5.1 Magnetic compass & Deviation Table			✓	GPS Compass
5.2 Navigation lights / shapes / sound signals	✓			
5.3 Radio equipment - compliant with GMDSS	✓			Radios Checked
5.4 Radar Reflector	✓			
5.5 Nautical publications	✓			
5.6 Other equipment	✓			Chart Plotter / GPS / Echo Sounder Checked
Part 6 – Fire Safety				
6.1 Fire detection / alarm system	✓			
6.2 Fire extinguishers	✓			
6.3 Fire pump	✓			
6.4 Hoses /nozzles	✓			
6.5 Gas installation & detection / alarm			✓	
6.6 Engine space insulation condition/space free from combustible materials	✓			
6.7 Fuel cut-off(s)	✓			Checked
6.8 Petrol stowage			✓	
Part 7 – Protection of Personnel				
7.1 Bulwarks / handrails / handholds	✓			
7.2 Jackstays & safety harnesses	✓			
7.3 Non-slip decks	✓			
7.4 Safety harnesses	✓			
7.5 Man overboard recovery arrangement (see note 5)	✓			MOB Drills Logged
7.6 Killcord (RHIBs/open boats that achieve planing speed) plus spare			✓	
7.7 Other equipment	✓			Jason's Cradle Checked
Part 8 – Life Saving Apparatus				
8.1 Liferaft (expiry date)	✓			
8.2 Hydrostatic release (expiry date & correct connection/weak link)	✓			
8.3 Flares (expiry date)	✓			
8.4 Lifebuoys/danbuoys & lights (expiry date)	✓			New light on one Lifebuoy
8.5 Lifejackets & lights (expiry date)	✓			
8.6 Safety Notices (SOLAS, equip location, VHF etc)	✓			
8.7 EPIRB / SART (expiry date)			✓	
8.8 Man overboard searchlight	✓			
8.9 Signalling Torch	✓			
8.10 Portable VHF	✓			
8.11 Thermal Protective Aids	✓			
8.12 First aid equipment & manual (expiry date)	✓			
8.13 Safety Notices	✓			
8.14 Training Manual on board	✓			
Part 9 – Special Equipment				
9.1 Towing Gear & associated structure			✓	Towing only less than 2 x dispacement
9.2 Towing hook remote quick release test			✓	
9.3 Cargo securing arrangements	✓			
9.4 Lifting Appliance(s)[2] & associated structure	✓			AMCO VEBA V812M3S 4.33 Tonne hydraulic crane
9.5 Diver Lifts & associated structure			✓	
9.6 Additional equipment for pilot duties (see SCV2)			✓	
9.7 Fuel Transfer System			✓	
9.8 Other Equipment			✓	
Part 10 – Documentation				
10.1 Certificate / Annual Disc	✓			
10.2 SCV2 (up to date & back page endorsed)	✓			
10.3 MCA Stab Guidance Booklet aboard or avail. (simple vessels)	✓			
10.4 SIB (where applicable)[3]	✓			
10.5 M Notices (workboats)	✓			
10.6 IMDG Certificate [4]			✓	
10.7 Crew Quals	✓			
10.8 Drills Log	✓			
10.9 EIAPP certification	✓			
10.10 SOPEP Manual (FO Transfer vessels)			✓	
10.11 Other Documents (e.g. MLC, MARPOL) as applicable			✓	

[1] *Indicate if test carried out. Also use this column to list LSA service dates. Use "SR1,2,3,etc.." to define any limit of survey e.g. structure, equipment or system not seen or tested & expand in "Remarks" below*

[2] *Enter in "Remarks" below details of current crane & its rating & last report of thorough examinations*

[3] *Check that SIB is current with respect to vessel duties eg crane, cargo, towing & Freeboard/Draught marks are in place as applicable*

[4] *Check that IMDG related systems/Equipment are as per the IMDG Cert issued by Flag*

[5] *There should be demonstration for surveyor or video/photo evidence of MOB recovery & LSA deployment at least once in every 5 Year cycle (liferaft to move from stowed to launch position in shortest time)*

Check & report below on previous SDL's, where possible, to confirm actions that were declared by owner

REGNUM IV

REGNUM IV Alongside at Chichester Harbour Conservancy Pontoon, Itchenor.

REGNUM IV is a sturdily designed and constructed steel pontoon-style workboat, built in 2001 by Manor Marine, Portland. A larger crane was fitted in 2019, following which a new SIB was produced by Naval Architect Ian Darley, and approved by MECAL. The MCA Brown Code renewal survey was undertaken in May 2020, at which time, the provisions and requirements were checked and found correct for Category 3 operations. This survey is the first annual (in water) survey of this Certification cycle.

The vessel was surveyed thoroughly, with the exception of the forward void space, which is an unventilated confined space. However, the outer shell plating above waterline and the after bulkhead appeared fine, and the vessel was riding at a forward freeboard that would indicate no damage or flooding into the forward void had occurred. Unless other circumstances prevail, this void will be thoroughly examined at the Mid-Term out of water survey, which is due in May 2023.

The main hold and machinery space were in good state of maintenance, for a hard-working vessel. Bilge alarms and pumps were tested and found correct. Navigation equipment, the general alarm / horn and VHF radios were tested and found to operate correctly.

The Hydromaster Type 600 hydraulic stern drive unit has recently been completely overhauled.

The vessel's Mate has updated the format of the Ship's Deck Log, better to record relevant details, drills and occurrences, to replace the 'Yacht-type' log previously used. A recent MOB drill (with live volunteer casualty) and fire exercise were recorded, along with more regular activities such as mooring operations and anchoring.

REGNUM IV Forward Hold and Engine Room (Stbd Side).

REGNUM IV from Port Aft and Stbd Side Guard Wires /Chains.

In the course of this survey, two small deficiencies were identified during the muster of life-saving appliances:

- One of the vessel's two spare gas inflatable lifejackets was found to be out of date for service. This was replaced during the survey by an in-date lifejacket from stock, and the SCV2 Addendum 2 updated.
- The Lifebuoy smoke / light float was out of date. This was replaced with a LED / Li-Ion battery lifebuoy light, new from the local chandlers (and tested in water by the undersigned and vessel's Mate) during the survey, and the SCV2 Addendum 2 updated.

In April 2021, the life-raft HRU had been replaced with new. The expiry date (April 2023) of the new unit was recorded in the SCV2 Addendum 2. Other amendment dates were recorded against equipment, as required in the SCV2 Addendum 1 Tables.

There were no outstanding deficiencies.

On completion of the survey, the SCV2 signing page was completed for this survey and a copy of this page and the revised Addendum 2 forwarded to MECAL Office, along with a selection of photographs, showing the good state of maintenance for this hard-working small ship.

Crane as per SIB: Yes/~~No/NA~~

Cargo / Towing as per SIB: Yes/~~No/NA~~

Changes to SCV2 (use SCV2 Addendum page): Yes/~~No~~

Survey Defects (see SDL) ~~Yes~~/ No

I recommend that MECAL certification is confirmed.

Examiner: Richard Alan Cartwright MECAL AUTHORISED EXAMINER **Date: 7th June 2021**

I declare I have no conflict of interest relating to the survey of this vessel.

NOTES:

Examination concerns only those parts relevant to MCA code requirements. This report should not be used as a statement of condition of the vessel & it's equipment for any other purpose

We have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible and we are, therefore, unable to report that any such part of the structure is free from defect

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ULTRAMAG
INSPECTION SERVICES

Unit 4V, Central Crescent, Marchwood Industrial Park, Southampton SO40 4BJ
Telephone: (023) 8086 1010 Fax: (023) 8086 6222

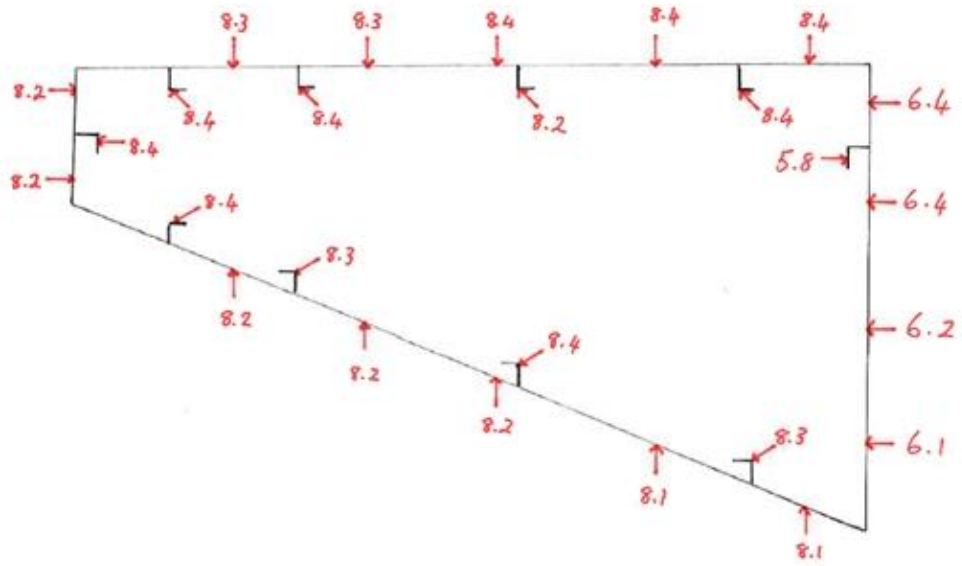
NON-DESTRUCTIVE TEST REPORT
on

'Regnum IV'

REPORT No. 114243/1021
Consisting of 8 Pages
DATE: 20th October 2021

Prepared for
Chichester Harbour Conservancy.
The Harbour Office,
Chichester,
PO20 7AW

Please see attached drawings with thickness values & locations marked in red
All measurements recorded in millimetres



Report No:	114243/1021	
Tank NO:	N/A	
Subject	Aftpeak Tank – Longitudinal Band	

TELEPHONE : 023 80861010 FAX : 023 80866222 E-MAIL : sales@ultramag.co.uk Form SDL Rev.2

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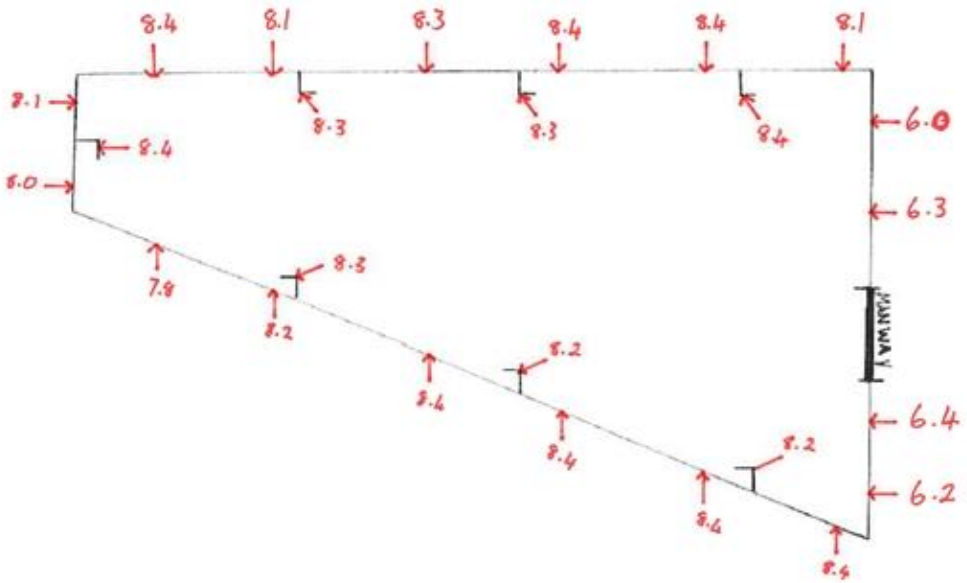

Report No:	114243/1021	
Tank NO:	N/A	
Subject	Forepeak Tank – Longitudinal Band	

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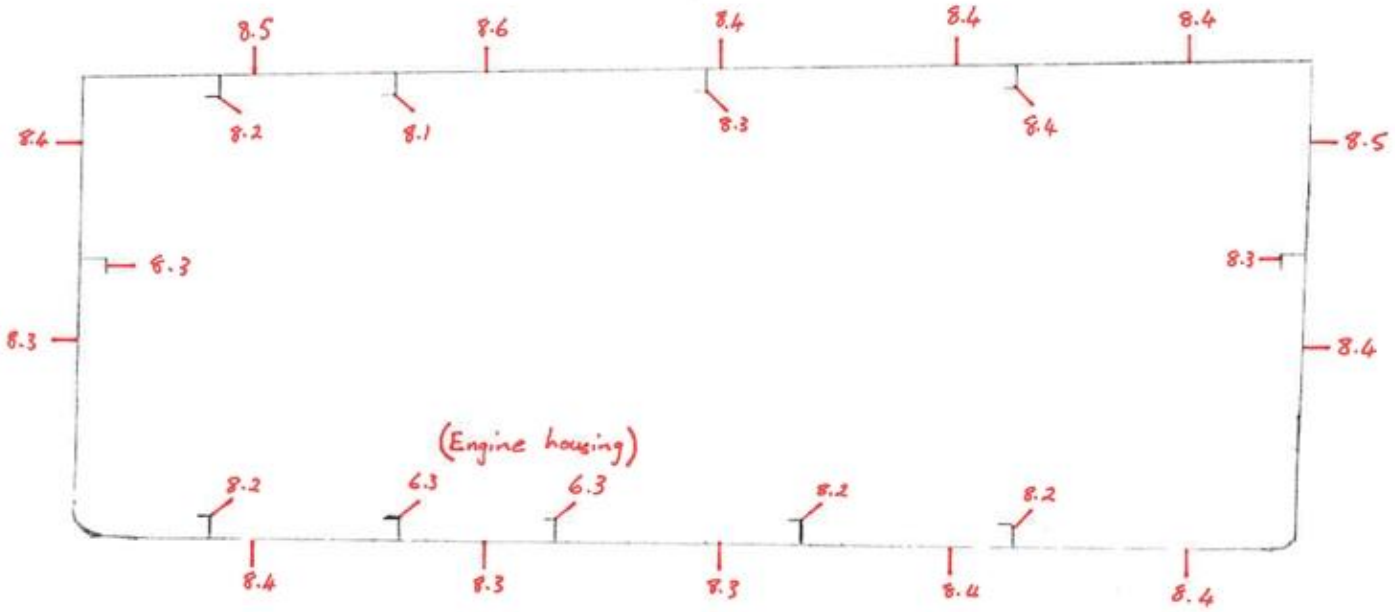

Report No:	114243/1021	
Tank NO:	N/A	
Subject	Transverse Section FR5	

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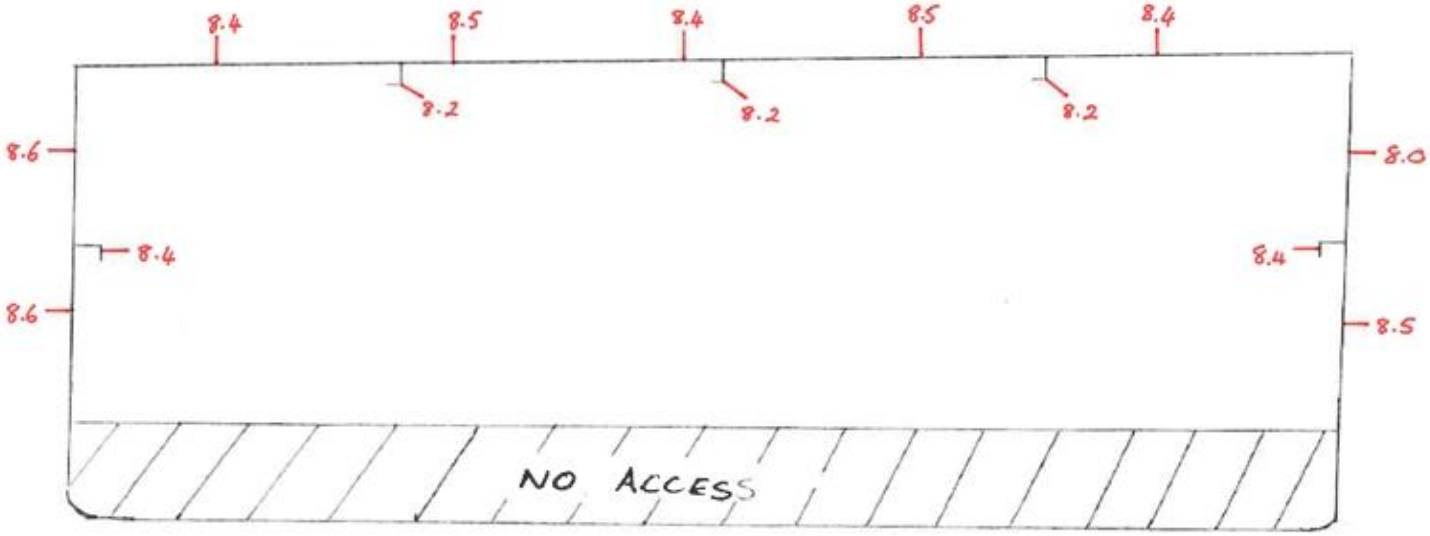

Report No:	114243/1021	
Tank NO:	N/A	
Subject	Transverse Section FR9	

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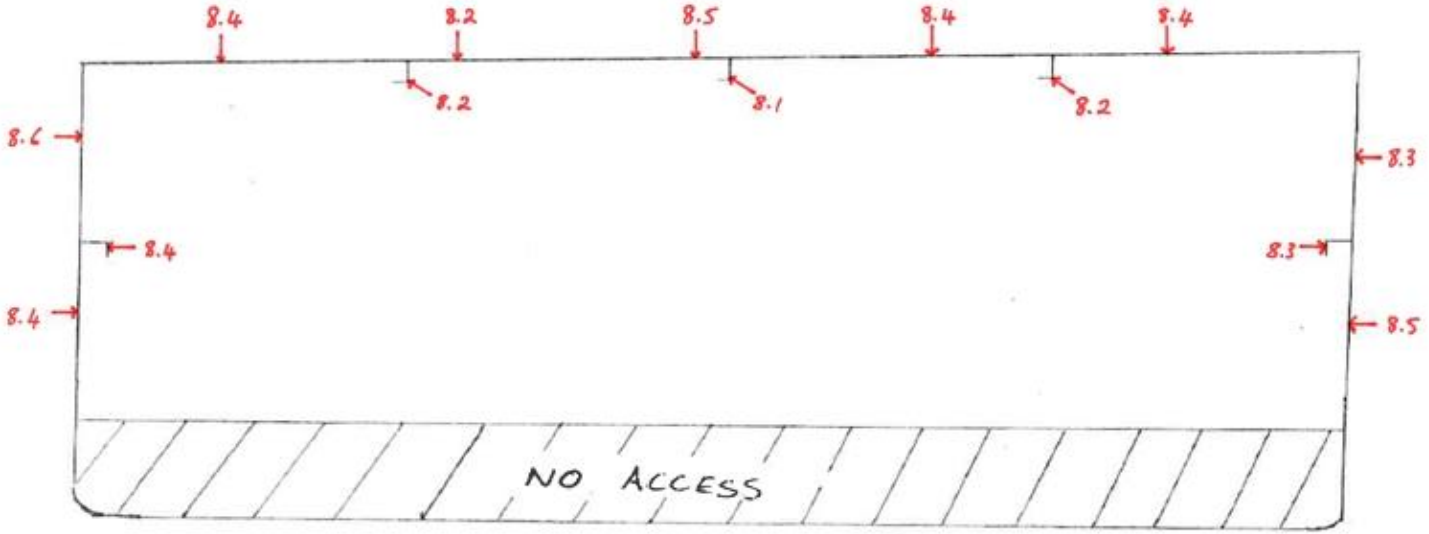

Report No:	114243/1021	
Tank NO:	N/A	
Subject	Transverse Section FR15	

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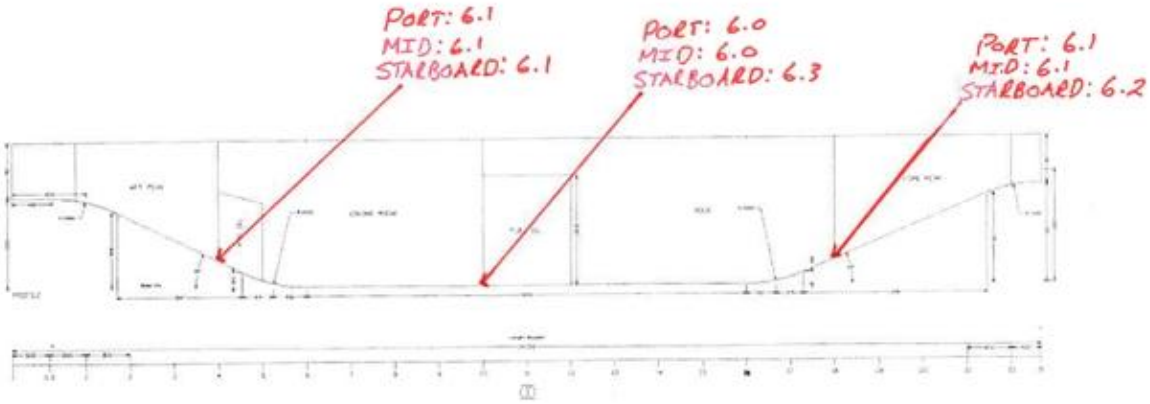

Report No:	114243/1021	
Tank NO:	N/A	
Subject	Lower Readings Taken On Internal Bulkheads	

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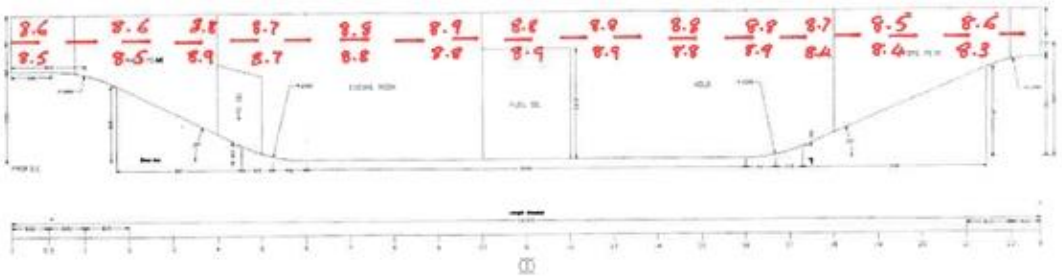

Report No:	114243/1021	
Tank NO:	N/A	
Subject	Starboard Side Shell Plating - Wind & Water	

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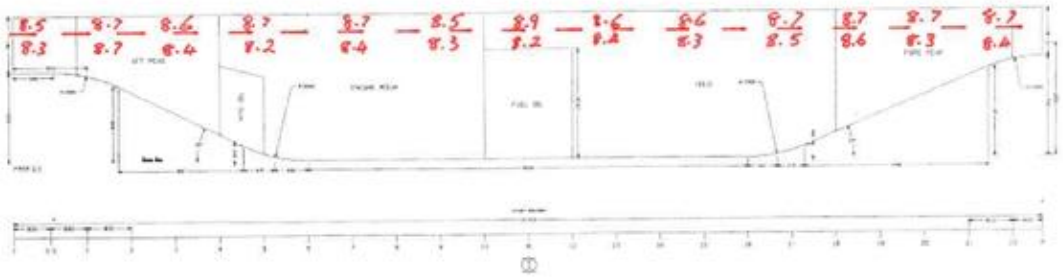

Report No:	114243/1021	
Tank NO:	N/A	
Subject	Port Side Shell Plating - Wind & Water	

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Valuation Report -
Single Screw Mooring Barge 'Regnum IV'