



DONJON ENGINEERING AND MARINE SERVICES

635 SLATERS LANE, SUITE 210
ALEXANDRIA, VIRGINIA 22314 U.S.A.

Initial Dive Survey Report

The following is the initial dive report for the Scooby Doo and Big Boy, conducted under FPN No. P08020, by Donjon Marine Co, Inc. The survey was completed on the morning of 1 August 2008 by two divers conducting two dives each.

Scooby Doo (a.k.a. Carol Wales):

Per documentation records:

Official Number: 266173

Length - 104.2'

Width - 26.1'

Depth - 12.8'

The Scooby Doo is sitting roughly 45 degrees from the perpendicular to the pier face. She has a 60 degree list to starboard, and as such the fuel leaks observed were all on the port side.

The stern has settled into the mud up to the aft quarter bitts, so is estimated to be in 12-15 feet of mud.

At the bow, she has settled onto the other tug, Big Boy, with her stbd fwd quarter bit sitting above the Big Boys port fwd quarter bit. The two tugs were tied together at these bits, and remained that way when they sunk. The lines are still attached at these points. It is the divers' opinions that the Big Boy sunk first, pulling the Scooby Doo down, twisting Scooby Doo's stern out away from the pier.

The forward part of the keel enters the mudline at approximately the fwd quarter bit location.

On the port side, three hatches/doors were leaking oil above their headers. The cracks in these headers were patched to stop the leakage.

A rust hole emitting oil on the port side amidships was plugged with a rag and epoxy.

A vent emitting oil amidships on the port side was plugged with rag and epoxy.

A socket on the port side was emitting oil and was plugged with epoxy.



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Big Boy

Per documentation records:

Official #565591

Length - 93.6'

Width - 25'

Depth - 13.9' Sitting on even keel

The big Boy is on a fairly even keel, without a noticeable list or heel.

Her bow appeared to be settled into 4-5 feet of mud and in fact the boat appears to be settled into 4-5 of mud along her entire length. The top of the wheel (propeller) is exposed aft.

One leaking vent was plugged on the starboard side amidships with rag/epoxy.

The engine room doors had some oil leaking from around the top of them. They were closed and dogged down to slow/stop that leakage.

Most of the portholes had been previously removed and some appeared to have oil leaking out of them (number indeterminate)

There appeared to be fuel/oil coming out of the portholes in the space below wheel house (seemed to be a bunkroom), this slow leak could not be stopped due to the portholes having been broken out.

No open deck hatches were observed.