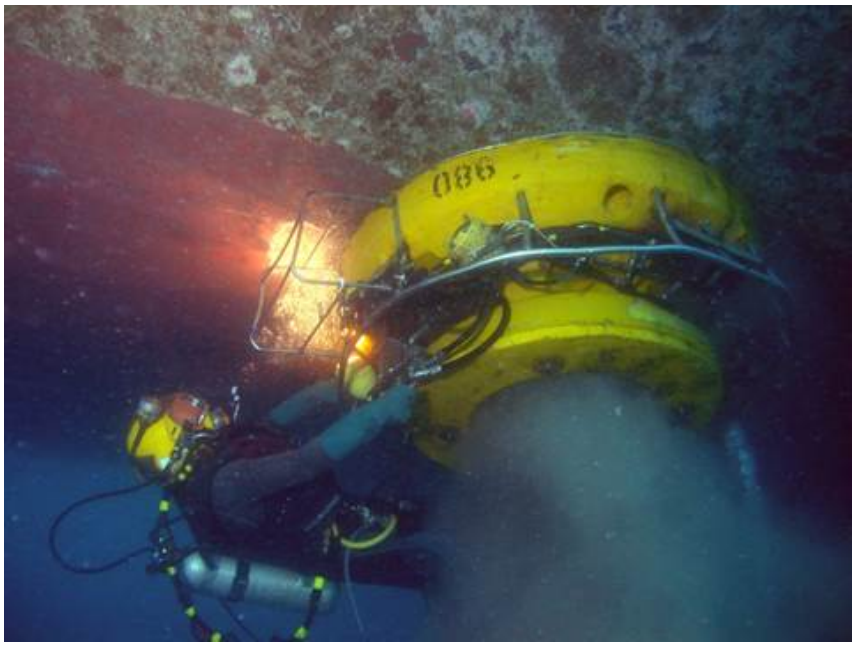
Display Ship BARRY Receives Underwater Hull Survey

16 July 2014

SUPSALV is completing a waterborne underwater hull cleaning and hull survey of DISPLAY SHIP BARRY (EX DD 933) located on the banks of the Anacostia River at the Washington Navy Yard this week. The underwater survey follows a Salvage Assessment of the BARRY that was conducted in December 2013 – January 2014. The Salvage Assessment was undertaken to obtain an engineering analysis on the current condition of BARRY and identify possible options for movement or stabilization of the display ship in advance of the South Capitol Street Bridge rebuilding project (estimated start - April 2015) which will result in a fixed span bridge under which the BARRY cannot pass beneath without significant modifications to the superstructure.

Display Ship BARRY docked at the Washington Navy Yard with hull survey equipment staged on the pier.

As a result of the Salvage Assessment which identified potential but unknown weaknesses in the ship's hull, the Naval Sea Systems Command agreed to provide funds for the detailed hull assessment to further clarify the costs associated with the various options for BARRY's future. SUPSALV tasked SEAWARD Marine to perform the hull cleaning and follow on hull survey.



File photograph of Seaward's SCAMP, the diver manned hull cleaning device which was used to scrub Display Ship BARRY's underwater portions of the hull

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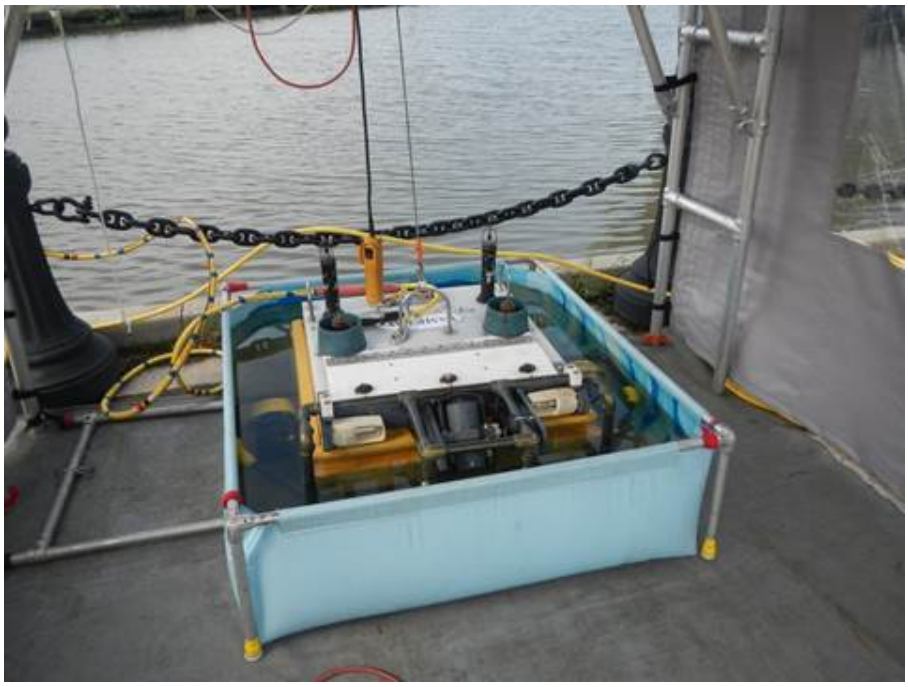
To maximize safety during the cleaning operations, SUPSALV provided a 5-man emergency response team to monitor ballast tank levels and inspect voids and bilges 24/7 during the cleaning process in case of water ingress. This team also pre-staged de-watering equipment throughout the ship to activate on a moment's notice. In this case, no leaks were encountered and the response team removed their pre-staged hoses, emergency hydraulic pumping systems, and magnetic patches at the completion of the hull cleaning process.

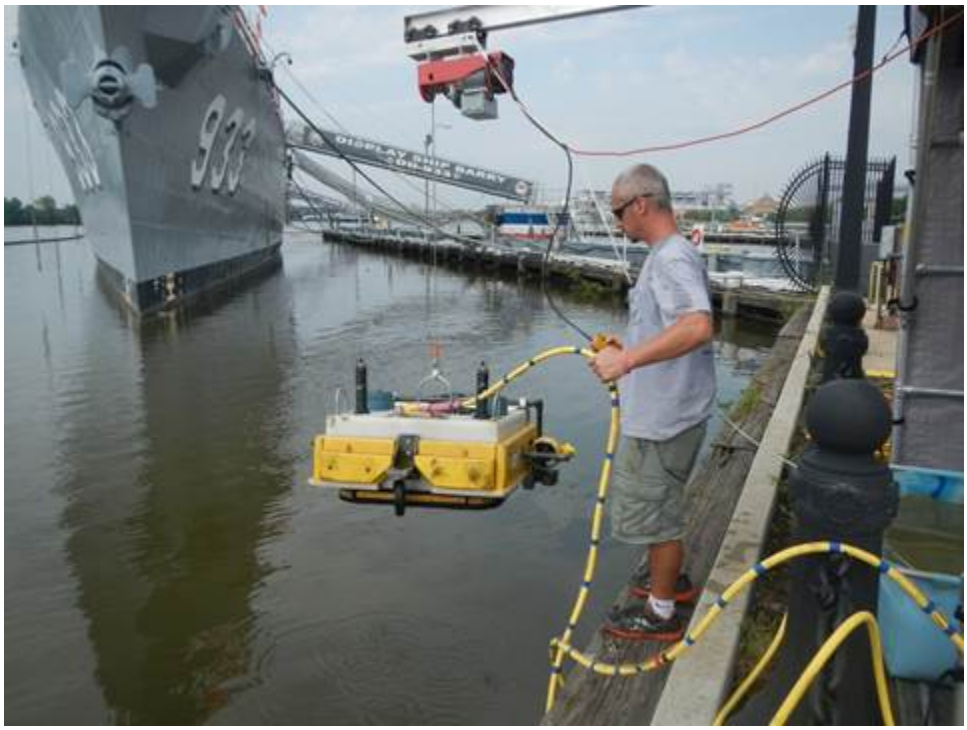
SUPSALV's Emergency Ship Salvage Material Contractor, GPC, provide the response team who monitored the ship's ballast tank levels, voids and bilges during the hull cleaning process. In this photo, the ESSM mechanic is exiting a void after verifying its condition.

Upon the completion of the hull cleaning, SEAWARD set up the LAMPRAY hull survey vehicle to read and map hull and paint thickness and photograph the hull surfaces.



Lampray, SEAWARD's hull survey remotely operated vehicle (ROV) in the pier side storage and test tank prior to launching.

After processing the raw data back at SEAWARD's Norfolk office, the survey results package will include a complete scale map of the hull with every inch of hull surface documented with paint thickness, plate thickness, and paint condition details. Armed with this detail assessment, the stakeholders which include; Navy District Washington, NAVFAC, NAVSEA, and Navy Historical and Heritage Command will have a more complete picture of the condition of the hull and costs associated with ensuring the integrity of the hull for the next stage in BARRY's future.



LAMPRAY being launched into the Anacostia River just off the bow of Display Ship BARRY.