

DISCLAIMER

*332 Bayou Liberty Road
Slidell, LA 70458*

Safety Environmental Professionals, Inc., (SEP-Inc.) has performed a Thermography assessment of the maritime vessel in question. The conclusive evaluation status of the vessel is a reflection of a specific condition for a certain date in time. The engineer preparer of this document does not reflect his conclusive findings as a continuous and unlimited frame work beyond the day of inspection.

SEP-Inc. does not maintain or continue to support the finds of this vessel if the state or condition is less than when it was viewed.

The conclusions and findings set forth in this report are strictly limited in time and scope to the date of the evaluations. The conclusions presented in the report are based solely on the services described therein, and not on scientific tasks or procedures beyond the scope of agreed-upon services or the time and budgeting restraints imposed by the client.

Submitted to:

Dammon Engineering

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Prepared by:

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INFRARED THERMOGRAPHY MARITIME VESSEL PROJECT

May 11, 2010

INFRARED THERMOGRAPHY VESSEL PROJECT

INTRODUCTION

Our engineering firm, SAFETY ENVIRONMENTAL PROFESSIONALS, INC. (SEP-INC.), has been requested by Dammon Engineering, (Mr. Chuck Dammon) to perform an Infrared Analysis regarding a maritime vessel located at 332 Bayou Liberty Road, Slidell, LA. The purpose of this project was to determine the presence of moisture in the hull area of the vessel.

METHODOLOGY

On May 11, 2010 at approximately 3:30pm, SEP-Inc performed the above requested task by utilizing a PALM 400 Raytheon Infrared (RI) camera to produce images from the infrared spectrum. Infrared radiation consisted of electromagnetic wavelengths greater than visible light and shorter than microwave. All substances whose surface temperature is above absolute zero (-273 degrees Celsius), emit infrared radiation. All temperature differences are depicted by color/grayscale.

The environment consisted of a typical sunny day with the temperature ranging between 85-87 degrees. The infrared images were collected utilizing a 360° pictorial format. See attached images (10) with descriptive captions.

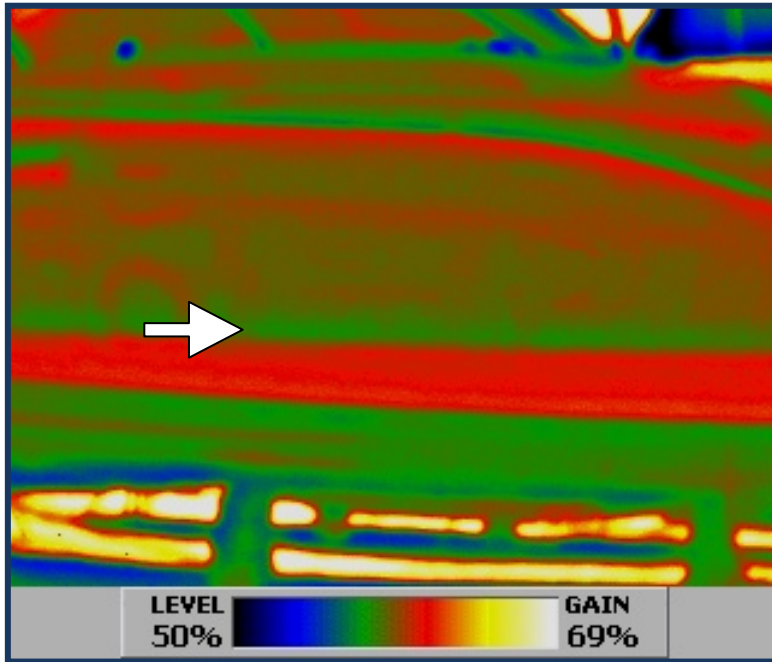


Image 1 Portside amidships: The pronounced red stripe is the hull coating; the area above this coating shows areas of uniformly cooler temperatures (green hue), indicating potential moisture (water) behind the hull (arrow).

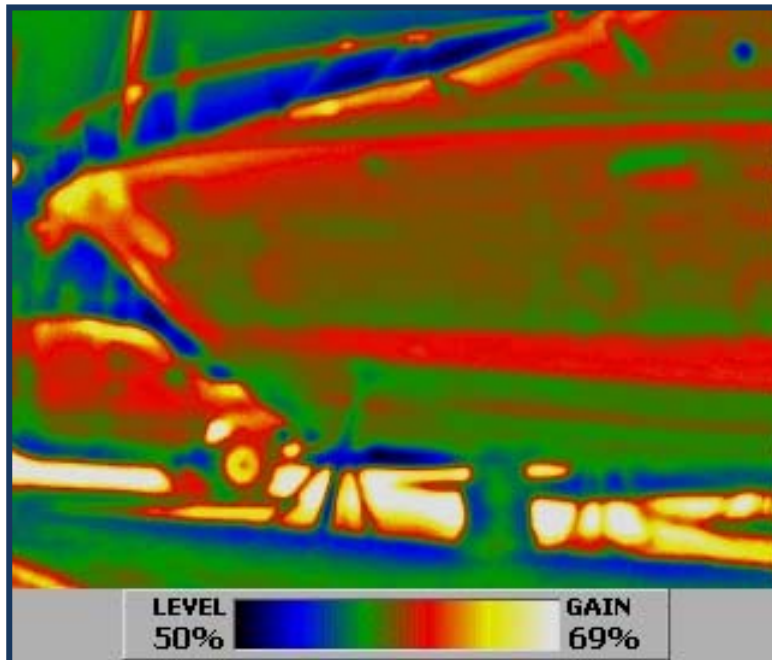


Image 2 Port Bow: Areas of high contrast indicate greater temperature fluctuation, indicating a lesser potential for moisture behind the hull.

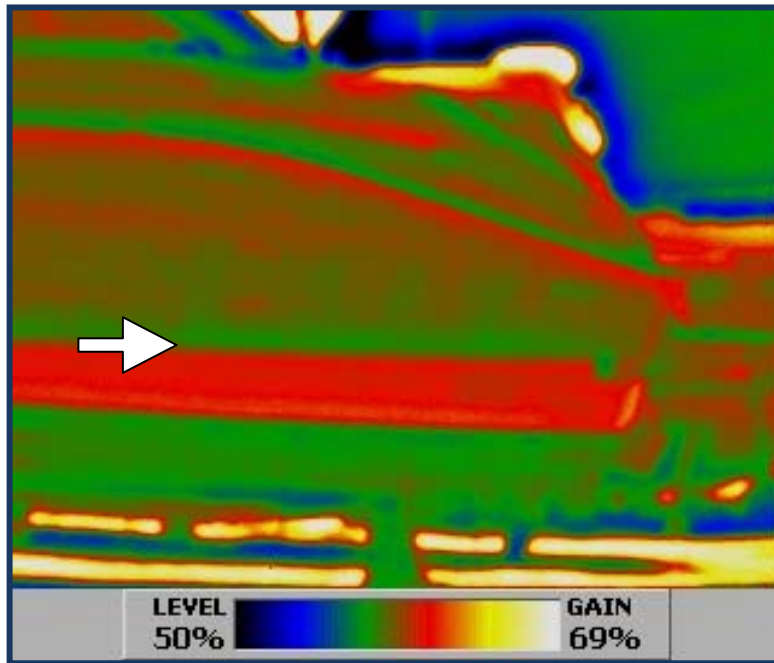


Image 3 Port Stern: As in Image 1, the cooler areas depict more uniformity, indicating a higher potential for moisture.

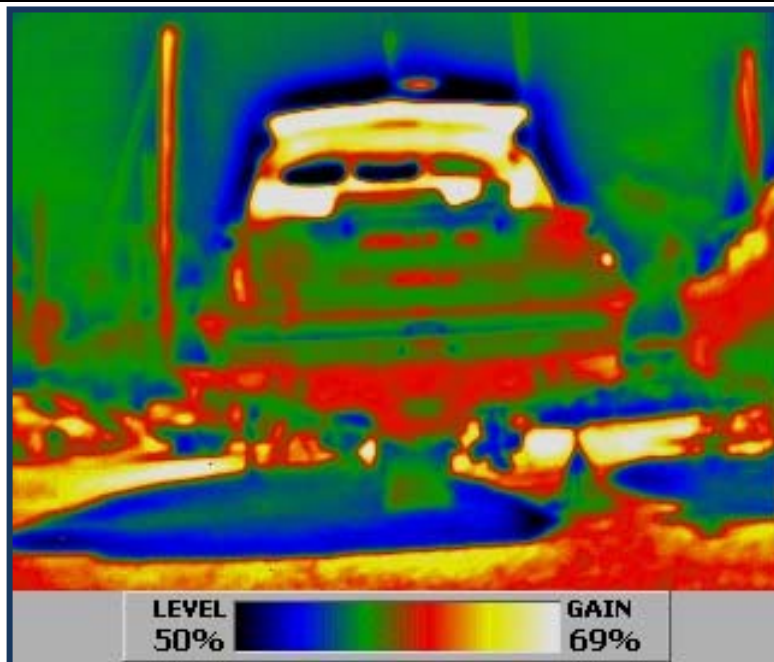


Image 4 Transom: The hull coating is shown as a uniform red color. No other information is evident in this view.

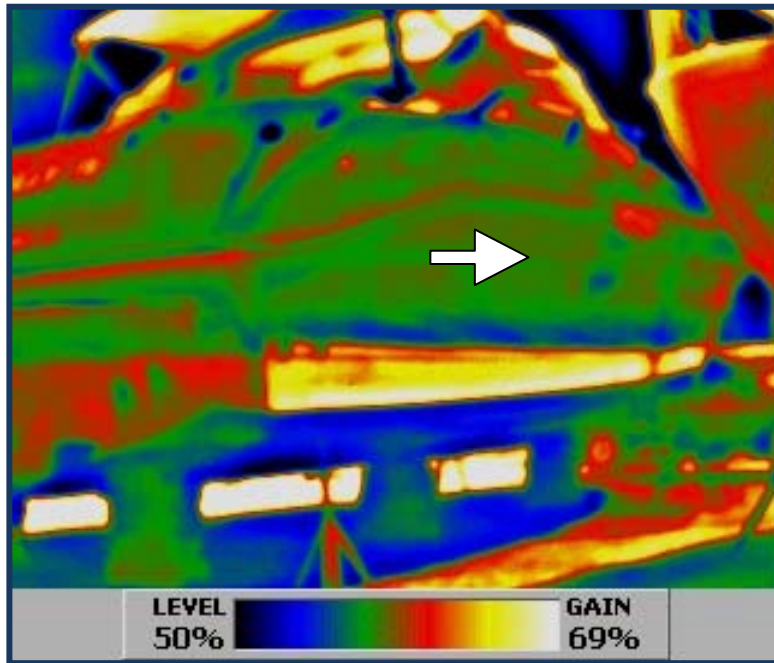


Image 5 Starboard Stern Quarter: This side is in direct sunlight. Note the significant temperature difference between the dark hull coating and the hull area above it. The upper hull (arrow) shows noticeable areas of temperature difference, indicating a lesser possibility of the presence of moisture.

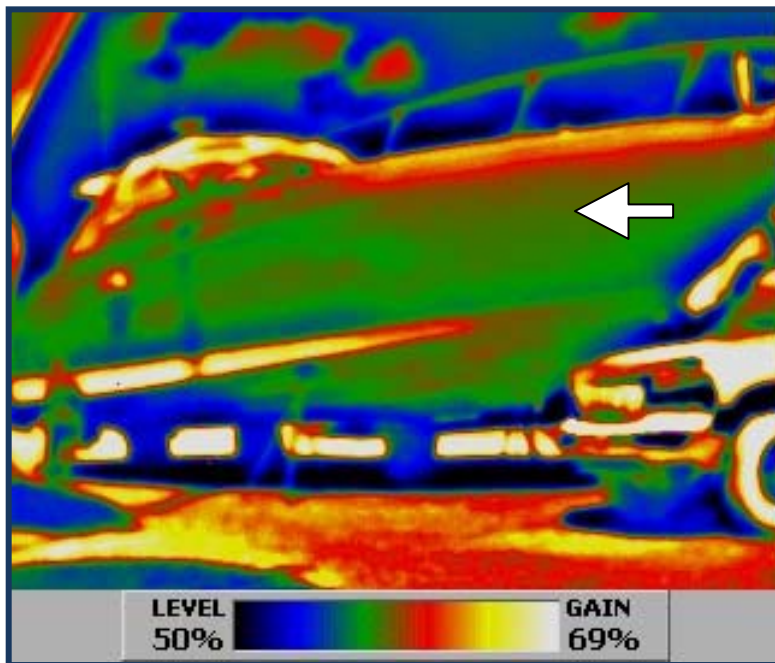


Image 6 Starboard Bow Quarter: This image shows characteristics similar to Image 5. The darker area on the bow (arrow) shows the bow is in a shadow.

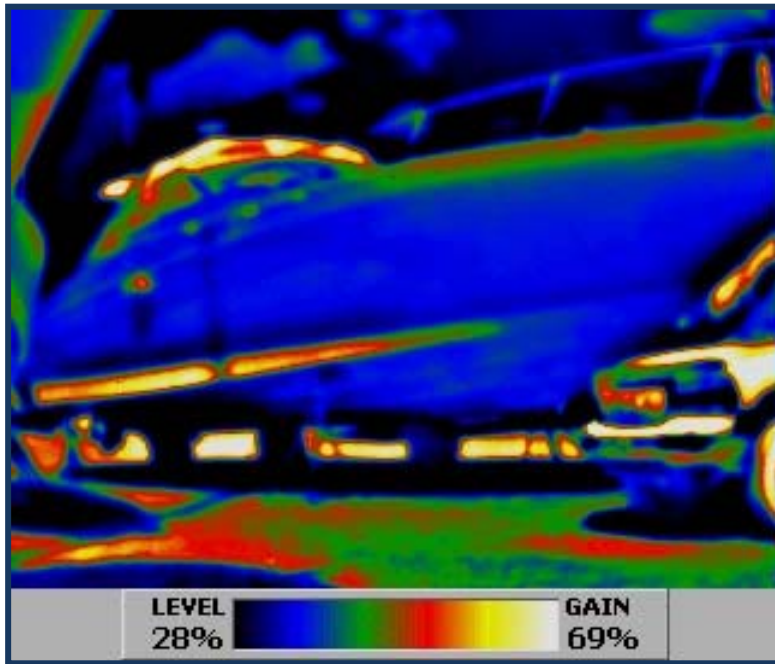


Image 7 Starboard Bow: This image uses a different color level for a contrasting view. No significant differences are noted from the previous image.

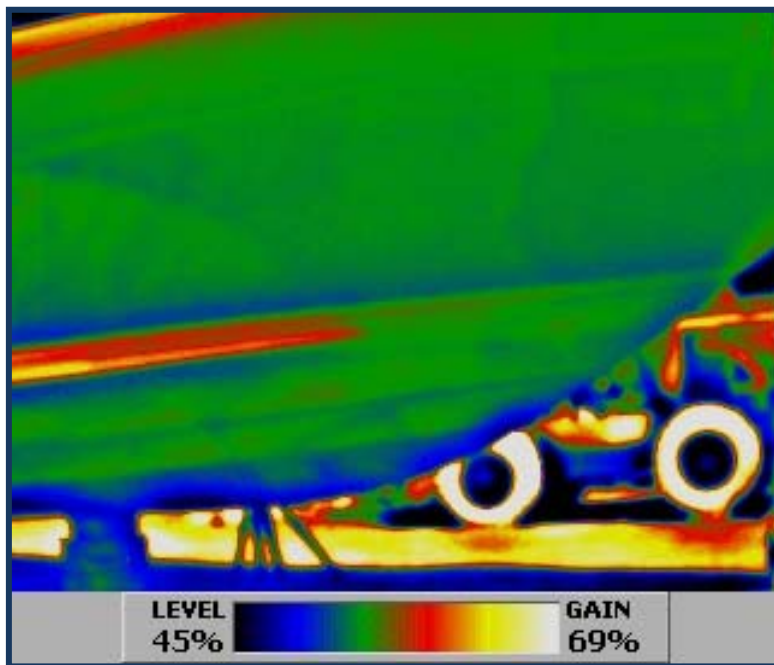


Image 8 Starboard Bow: This is a closer view of the bow. No indications of moisture. Note the effects of the sun's shadow.

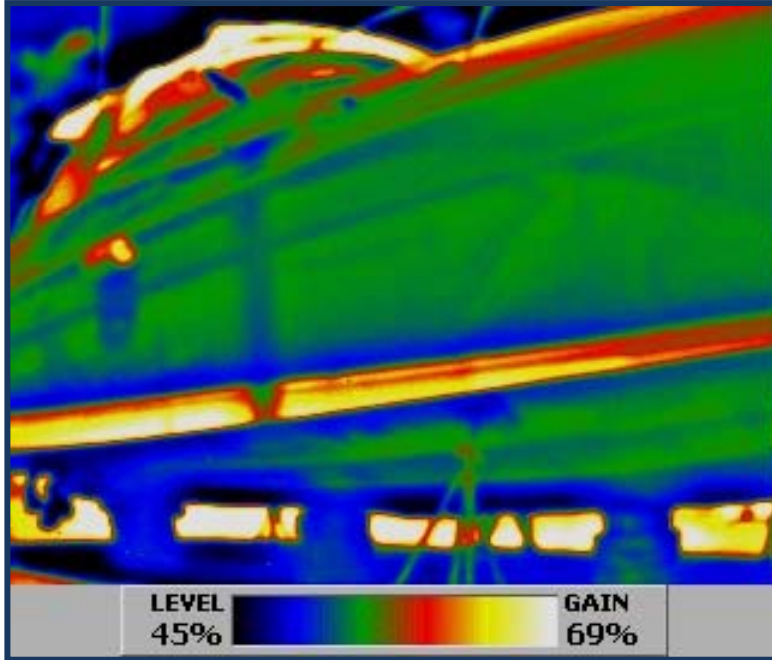


Image 9 Starboard Amidships: Notice the temperature differences where structural members adjoin the hull. These indications show a low potential for moisture behind the hull.

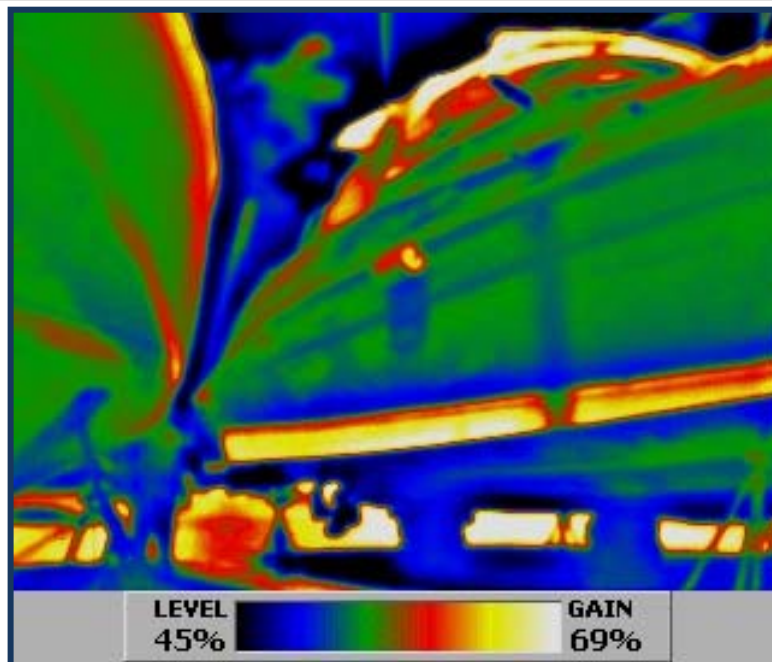


Image 10 A closer view from Starboard Amidships to the Stern. The presence of structural members behind the hull is evident, indicating further a low potential for the presence of moisture.

CONCLUSION

The portside of the vessel shows eminent uniformity of cooler temperatures indicating potential moisture behind the hull. This is in comparison to the starboard side which denotes no significant temperature deduction as an image of moisture while facing the direct sunlight.

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