

U.S. INLAND MARINE SURVEYING, INC

1599 Vail Avenue Muscatine, Iowa 52761

Telephone (563) 263-6235 usinland@muscanet.com Fax (563) 263-4241

Michael R. Baxter, NAMS-CMS

Report for Proposal

RFP 17-29 (Commercial Redevelopment of a Floating Platform Project)

Date: October 25, 2016

Request for Proposal preparers:

Michael Baxter, Senior - Marine Surveyor NAMS-CMS
Edmond Baxter, Electro-Mechanical Design Engineer

ABSTRACT

Construction of this document is for the City of Davenport and solicitation of Request for Proposal to be reviewed by a selection committee which represents the proposal and vision on how U.S. Inland Marine Inc. would like to utilize the floating platform formally used by Rhythm City Casio.

ABOUT US

U.S. Inland Marine Inc. has been in operation mode since 1984 and was established in the city of Vicksburg, Mississippi and operated for 5 years then returned to the business owner's home state of Iowa just a few miles away from the Mississippi river, between Davenport and Muscatine.

Our customers range near and far, on the Mississippi river between St. Louis and Minneapolis. We also have customers on the Ohio River, and we have capabilities of offering our services on all 2,340 miles of the Mississippi River and anywhere with the U.S. borders and ocean operating territories.

PROPOSAL

Once the following proposal is accepted to be further reviewed by the City of Davenport selection committee and give blessing to peruse project further:

- 1) To show acceptance of proposal to restaurant business plan making firm to work with seller of the barges with restaurant on deck to make offer to purchase to obtain from seller operating direct costs and overhead in past and revenue stream as a casino landing restaurant barge.
 - Make offer to purchase if hull inspection shows ten-year useful life to cash flow based on 33 % revenue as stand-alone restaurant barge.
 - Hull inspection made by firm making this proposal, as much experience in hull inspection and suitability.
 - Work out details with Fire Marshal, Coast Guard, Department of Health Food Inspection, Iowa DNR, on who vessel is hands of and who is involved for inspection if any.
 - When casino boat leaves area (still present end Oct 2016 tied to barges) put insurance on the restaurant barge in place as is with all electrical power functional.
 - Begin lease out for reserved events dinners.
 - Begin cathodic protection of hull to prevent corrosion.
 - These are old former oil barges and we need to be able to repair hull in place with the specialized knowledge we should do so, and need agreed by officials.
- 2) Find out if City wants passenger boat docked at full time, or open to transient vessels.
 - Oversee pleasure boat docks the city wants in the proposal.
 - City agree to keep all water, sewage, electric hookups to barges as is.
 - Engineer, Edmond R. Baxter, with U.S. Inland Marine, Inc. is contact for land structures connecting too, 440 Volt shore power, stray current testing, water testing, sewage metering, and onboard NFPA, UL, and ABYC standards, galley stove range hood exhaust dome cleaning certificates, fire protection testing, safety equipment.
- 3) Go slow, paint and light exteriors, bring in dance events such as dances U.S. Inland Marine has been hosting in area like Col Ballroom.

- Bring in the salvaged machinery from steam engines from M.V. President laying in a grassy field by Alton and place near barges that previously were the tie off for casino President.
 - Begin historical displays and side scan sonar viewings of the Rock Island Rapids still submerged and forgotten by todays people which is the source of Davenport. Present stories of the steamboat pilots who piloted the rapids and lived in LeClaire, Iowa for people to know history of Davenport.
- 4) U.S. Inland Marine has a farm division and will offer its own natural grass fed beef menu to complement the Freight House organic foods sales and local growers network just down the road.
 - 5) We can save the city much cost of a dock facility to land passing passenger boats since Bettendorf already is now landing the American Queen and options for vessels saturation are diminishing.
 - 6) The attached Corp of Engineers Permit for the dock facility shows City of Davenport owns, if we make no changes the City can begin landing vessels at the barge once someone owns the barges.

RESUME – MICHAEL BAXTER (Owner - U.S. Inland Marine Inc.)

Michael R. Baxter - 1599 Vail Avenue - Muscatine, Iowa 52761 (563) 262-8466

Education: 1975 Attended graduate school at the University of New Orleans at New Orleans, Louisiana, in the Psychology Masters Degree program. Completed one semester.

1970 thru 1975 Attended the University of Northern Iowa at Cedar Falls, Iowa, and obtained a BA degree in Psychology. Study involved designing and conducting experiments, computer programming, and statistical analysis of data. Other courses taken were philosophy, sociology, chemistry, biology and physics.

1966 thru 1970 Attended high school at Paullina, Iowa. Courses were in mathematics, science, English and agriculture.

Experience: 1988 thru 2016 relocated with U.S. Inland Marine Surveying, Inc. to Muscatine, Iowa. Continued with marine surveying inspections of railroad bridges, lock and dams, commercial vessels and yachts on the Mississippi River. Iowa Insurance Division property and casualty license obtained in 2007. Kohler marine generator service school 2006. American Society of Appraisers (ASA) Machinery and Equipment appraiser school ME201 spring 2004, USPAP appraiser ethics 2006. National Association of Corrosion Engineers (NACE) Cathodic Protection Level II school 2001. Approved surveyor for Sanderson Group of Ama, Louisiana, for OSHA crane inspection 1994. Member of American Boat & Yacht Council in 1990. Subscriber of National Fire Protection Association marine vessels standards. Completed a dry dock extension survey of the 236' "K" vessel *M.V. Miss Marquette* in 1999, approved surveyor by USCG for Alternate Hull Examination program. Weld repair inspection report for Service Marine on two hulls at St. Charles, Missouri, owned by Station Casinos, directed by ABS, using AWS level II weld inspectors, magnaflux. Completed a 40-hour training course in boating accident reconstruction in Tallahassee, Florida, in 1991, for National Association of Marine Surveyors recertification points. Condition and value reports on tugs and on aluminum crew boat for Omaha District Corp of Engineers, including ultra sonic testing of 45 year old vessels. Appraisal reports for insurers of estimated half of "T" boats between Chicago and Omaha, using CFR 46.

1988 Tankerman on ABS Certificated Coastwise manned oil barges 160 days for Maritrans of Philadelphia, Pennsylvania. Cargoes handled were naphtha, MTBE, gasoline, toluene, and diesel oil, routes were from Portland, Main, to Norfolk, Virginia, on the Atlantic Ocean. A union relief job. Barges were 60,000 to 115,000 barrel, with multiple pumps. Lightered and bunkered ships.

1984 thru 1988 Marine Surveyor and owner of U.S. Inland Marine Surveying, Inc., at Vicksburg, Mississippi. Duties included marine surveying inspections and report writing. Marine surveys involved dock damage, cargo damage, off charter, appraisal, salvage, and expert witness, on the Mississippi River.

Completed a six month welding course in 1986. Became proficient with personal computers and printers.

1979 thru 1984 Marine Surveyor for Cairo Marine Service, Inc., at Greenville, Mississippi. Duties included marine surveying inspections, salvage work of sunken barges and marine equipment, performing engine damage surveys, and writing reports. Appraisal reports were made on river towboats, barges, cranes, and yachts. Work involved a five state area. Handled bids from shipyards, salvage firms, and salvage cargo buyers, to effect vessel repairs and to salvage vessels and cargoes. Cargoes handled were generally grain, coal, steel, rock, or packaged items. Copies of a letter of reference form this firm are available upon request. Was laid off due to industry recession.

1978 thru 1979 deckhand on river towboats for Port Arthur Towing Company of Port Arthur, Texas. Areas of work were the Gulf of Mexico coastline and the Mississippi and Ohio rivers. Cargoes handled were gasoline, diesel fuel, jet fuel and naphtha, all were liquid cargoes. Duties included handling lines and wire cables to couple barges together, giving the pilot directions from the front of the tow to guide barges into lock chambers, and cleaning the towboat. Obtained a Merchant Mariners Document endorsed for Tankerman Grade "B" and lower.

1976 thru 1978 deckhand on river towboats on the Arkansas river and the Mississippi river for Helena Marine Service, Inc., of Helena, Arkansas. Duties consisted of wire cable laying and tightening to couple barges together, tying off barges in lock chambers and on shore, standing fire watches, and cleaning the engine room. Attended the deckhand training school at the National River Academy at Helena, Arkansas.
1970 thru 1975 welder and carpenter for Spencer Construction Company, a general contractor from Spencer, Iowa. Work involved primarily concrete form building and steel welding in preparation for concrete pouring. This employment was repeated each year as a college summer job. Also obtained a State of Iowa Life and Health Insurance license.

1966 thru 1970 Operated machinery and worked on my family's livestock and grain farm while in high school.

Other: Member of Methodist Church in Muscatine, Iowa. Received Muscatine County (Iowa) Wildlife Habitat Restoration award 1997.

Activities: Ballroom dancing, canoeing, maintain farm, rodeo spectator.

References: Available upon request.

SUPPORTING DOCUMENT - 1

From: US Inland Marine [mailto:usinland@muscanet.com]
Sent: Friday, October 14, 2016 11:02 AM
To: Edmond Baxter <edmond.r.baxter@gmail.com>
Cc: Boom, Bill <bboom@ci.davenport.ia.us>
Subject: Davenport Duchess lease dock ?

Edmond this is why we need Davenport landing barge, no changes, already permitted with Corp of Engineers will handle this overnight accommodations vessel. Please forward this to article to Davenport Senior Purchasing and Buyers: Kristi (& Cindy) you sent our questions this morning.

Bill Boom the landing barge is for sale by Pinnacle Marine at this time, persons have been arriving and inspecting for purchase before Davenport proposals are due in. Owner wants us to make proposal to purchase but we need a city person to assure us we can keep moored for 20 years, then owner will confide us the regulatory inspections status by Coast Guard assumed none confirmed. Who has the Corp of Engineers permit for the landing ? We got registered with the city as contractor, there is little time, if we travel and go meet with American Queen to lease our landing barge we need to get moving.

September 19, 2016

THE WATERWAYS JOURNAL

SEVENTEEN

American Queen Company Announces Addition To Fleet

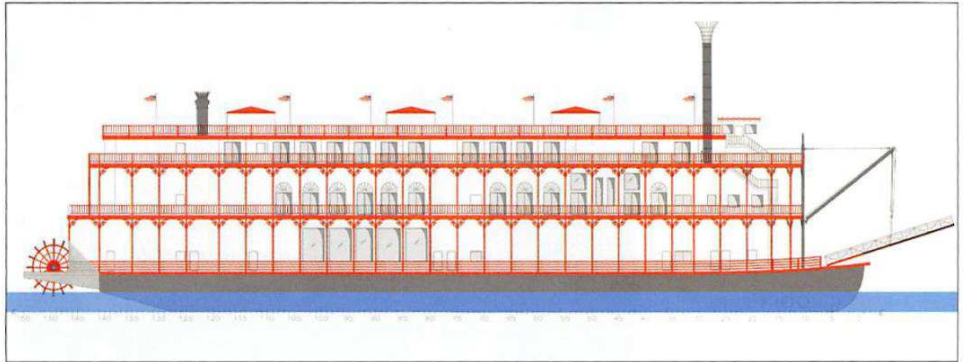
The American Queen Steamboat Company (AQSC), the Memphis, Tenn.-based riverboat operator that offers cruises in the Pacific Northwest and on the Mississippi, Ohio and Tennessee rivers, has announced the addition of the American Duchess to its U.S.-flagged fleet of paddlewheelers.

With delivery expected in June of next year, the American Duchess will be the third vessel in AQSC's fleet and will operate on the Mississippi River and its tributaries.

"The American Queen Steamboat Company has led the way in a rebirth of U.S. river cruising as thousands discover our heartland and the Pacific Northwest, served by an award-winning, All-American crew," said Ted Sykes, AQSC president and chief operating officer. "Demand for more capacity on the Mississippi River has been overwhelming the past two seasons and we look forward to delivering a new boutique, all-suite experience and the flexibility of two riverboats sailing between New Orleans and St. Paul."

The American Duchess will be built from the hull of the former Isle of Capri, a riverboat casino docked at Bettendorf, Iowa, since the 1990s. The Isle of Capri was built in Houma, La., in 1995, and measures just over 280 feet long and 87 feet wide. American Queen plans to add an additional deck, totally refurbish the existing decks and add a functional paddlewheel.

When complete, the American Duch-



Rendering of the American Duchess, to be built on the hull of the former Isle of Capri casino boat.

ess will feature suite-only accommodations for 166 guests, including three owner's suites, four loft suites and both veranda and interior suites. For entertainment and dining, the American Duchess will offer open seating in both its Grand Dining Room and The Grill Room, both of which will feature regionally-inspired food.

The American Duchess will offer overnight stays in port—a first for AQSC—including in Nashville, Tenn., and New Orleans. There will also be departures from Ottawa, Ill., near Chicago—another first.

The addition of the American Duchess to the AQSC fleet comes in response to the overwhelming popularity of river cruising on America's waterways. AQSC, which launched the American Queen in

2012 and the American Empress in 2014, is operating at or near capacity on its cruises that traverse the Upper and Lower Mississippi River, the Ohio and Tennessee River basins and the Columbia and Snake rivers in the Pacific Northwest.

"In five short years, the American Queen Steamboat Company has grown to over 500 employees and we look forward to hiring about 100 more, right here

in the U.S., in anticipation of the American Duchess inaugural season," said John Waggoner, AQSC chairman, and president and CEO of HMS Global Maritime, American Queen's parent company. "I am proud of the economic impact we continue to have in leading U.S. river cruising, which can be seen in our homeport of Memphis and the many cities we visit including New Orleans and St. Louis."



Burkhardt Enterprises, Inc.
 Transportation Services
 Barge • Truck • Rail
 Knoxville, Tennessee
 1-800-951-0907

www.burkhardtenterprises.com

SUPPORTING DOCUMENT – 2

From: Edmond Baxter [mailto:edmond.r.baxter@gmail.com]

Sent: Friday, October 14, 2016 10:46 AM

To: Purchasing Department E-mail Account <purchasing@ci.davenport.ia.us>

Cc: Whitaker, Cindy <cwhitaker@ci.davenport.ia.us>; Mike Baxter <usinland@muscanet.com>

Subject: Re: Inquiry: RFP guidelines for dock barge and porte cochere

Davenport Senior Purchasing and Buyers: Kristi (& Cindy),

our company U.S. Inland Marine Inc. (username: usinland) now has an ionwave account setup and have reviewed the uploaded documents for RFP 17-29 (Commercial Redevelopment of a Floating Platform Project).

Although in order to finalize our RFP approach prior to submit we really would like some additional questions answered expeditiously, also another reason for requesting expedite is the floating dock barge is for sale at \$399,500.00 all while the city's RFP is underway.

- What will be left for a parking lot?
- How many dinners will it take to serve annually in order to be classified as 'active' by the city?
- Is there any city lease cost to keep a restaurant barge and passenger boat moored at floating dock?
- Are we allowed to tie a mid-size passenger boat to the dock barge?
- For how long before we get booted out by city?

If we purchase barges obviously we do not want the City to tell post purchase, that we are no longer allowed to be here, as we feel the purchase value is in place. We need some kind of City direction so we are not purchasing with risk of loose lease to keep moored.

- Is the lease renewable so long as we keep grounds presentable and in operation?
- Is there an opportunity for a 20 year lease?

When we asked the broker selling the barges now on the market Pinnacle Brokerage for seller to provide person with knowledge of the present Corp of Engineers permit the barge mooring has, broker told us no information until we make offer. We can not make offer without surety The City will favor our keeping the barge moored as is until we can generate return on purchase.

If we wait until November 1 date to have proposal in to City, the barge could already be gone and sold. If the city has to start over again with Corp of Engineers permit it will be two years possibly and much cost for studies.

The seller operated the present Iowa DNR vessel inspection for the casino boat. The casino boat was deemed permanent moored and was Iowa DNR regulated hull inspected so as to not involve Coast Guard. The barge did not come under Iowa DNR and was un-inspected.

When we asked the broker for seller (casino) person that can give us a letter and support of the barge with restaurant is uninspected for hull requirements, namely Coast Guard, Fire Marshal or DNR, and these entities have had no past regulatory hull inspection meaning could shut operation down and make us leave and go to dry dock and destroy the investment with shut down cost instead of us make repairs in place as a floating non moving building, again we were told by the broker need to make offer before can obtain information.

Making offer to broker with no knowledge if City will approve our proposal, or parking lot capacity and longevity of lease is a contingent offer, and we wish you to be aware.

We will make an attractive 80 % of asking price unknown City approval contingent offer to broker to learn if the Iowa DNR approved engineer mooring drawing can go with the barges, what happens with Iowa DNR present inspection of the casino boat of which the barges mooring drawing arrangement is now approved. We want to keep the present engineer approved Iowa DNR barge mooring status for hull P&I insurance.

The same engineer drawing can be revised with an additional upriver mooring cable to an anchor on land, avoid the Corp of Engineer permit approval for structures in the water, to strengthen mooring so the Mississippi Queen can use the restaurant barge to tie on and visit Davenport for the cost of a \$ 2,200.00 for a new 1 ¾” diameter mooring cable and \$ 2,000.00 for a backhoe to bury a 20’ length 12” “H” beam suitable to hold 25 loaded barges in the current anywhere on the river. This is common knowledge persons in my field know. As a partner to the City we would do this for you.

There is a lot of pertinent data and info within this email but with have been working effort for almost over a year now, we do not want this opportunity passing by.

Carbon copied to email is certified senior marine surveyor Michael R Baxter (563-263-6235), who is also vested in this effort.

We look forward to hearing back from the City soon.

Warm regards,

Edmond R. Baxter
Mechanical Engineer - Veteran (USAF)

3383 160th Street

Muscatine, IA 52761
Office/Mobile: 563-554-3797

SUPPORTING DOCUMENT – 3

Please see the City of Davenport supplied answers to questions we previously ask make available regarding the RFP. We thank you.

CONCLUSION

This Request for Proposal is subject to corrections or revision.

All of the attached are in accordance with vision plans was made without prejudice as to the rights of the parties concerned.

Michael R. Baxter, NAMS-CMS
U.S. Inland Marine Surveying, Inc.

Questions for RFP 17-29 Commercial Redevelopment of a Floating Platform Project

- What will be left for a parking lot? Developers interested in dedicated parking should either include their own parking area as part of the development or seek to lease available parking from the City of Davenport at the Redstone Parking Ramp or some parking that will remain north of the railroad tracks and south of River Drive.
- How many dinners will it take to serve annually in order to be classified as 'active' by the city? The City's definition of "active" will likely focus around occupancy and space that is leased at or near market rates for the desired purpose of the development. The City does not anticipate using "number of dinners" as a measurement of whether the property is being utilized for its desired purpose.
- Is there any city lease cost to keep a restaurant barge and passenger boat moored at floating dock? The City is responsible for negotiating the terms and cost of the docking rights for whatever structure is attached to the wall and anticipates some cost to the developer for that right.
- Are we allowed to tie a mid-size passenger boat to the dock barge? The City is not familiar with technical requirements of the barge regarding other boats docking to it. If it is allowable, the City would not have an opposition to proposals that include boats docking at the barge.
- For how long before we get booted out by city? Assuming that this question is referring to the length of time on the docking rights, the City would seek to limit the docking right to no longer than 20 or 30 years.

If we purchase barges obviously we do not want the City to tell post purchase, that we are no longer allowed to be here, as we feel the purchase value is in place. We need some kind of City direction so we are not purchasing with risk of loose lease to keep moored.

- Is the lease renewable so long as we keep grounds presentable and in operation? While language in the docking agreement can be negotiated, the City would not be interested in these types of "automatic renewals".
- Is there an opportunity for a 20 year lease? Yes.

When we asked the broker selling the barges now on the market Pinnacle Brokerage for seller to provide person with knowledge of the present Corp of Engineers permit the barge mooring has, broker told us no information until we make offer. We cannot make offer without surety The City will favor our keeping the barge moored as is until we can generate return on purchase. The Davenport City Council is

the only body that can approve the docking rights. No surety can be provided without official action by the City Council at a public meeting.

Making offer to broker with no knowledge if City will approve our proposal, or parking lot capacity and longevity of lease is a contingent offer, and we wish you to be aware. **Understood. There are several contingencies involved.**

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P O BOX 2004
ROCK ISLAND ILLINOIS 61204 2004

March 28, 1991

COPIES TO
ATTENTION OF

Operations Division

SUBJECT: CENCR-OD-S-070-0X6-1-19859R1

Mr. Charlie Heston
Program Manager
Planning and Programming
City of Davenport
City Hall
226 West Fourth Street
Davenport, Iowa 52801

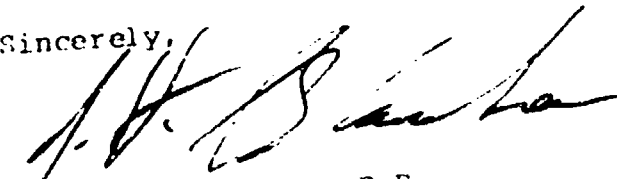
Dear Mr. Heston:

Please reference Mr. William D. Ashton's letter dated March 4, 1991, concerning a revision to your Department of the Army permit to construct a mooring facility on the Mississippi River, in Davenport, Scott County, Iowa.

Your Department of the Army permit is hereby modified to accurately reflect the access bridges and the anchorage devices to be utilized for the mooring facility. Enclosed is a revised permit which will replace your current Department of the Army permit.

Should you have any questions concerning your permit, please contact our Regulatory Functions Branch by letter, or telephone Mr. John Betker 309/788-6361, extension 6380.

Sincerely,



James H. Blanchar, P.E.
Chief, Operations Division

Enclosure

Copies Furnished:

Ms. Diane Hershberger
Chief, Wetlands Protection Section
U.S. Environmental Protection Agency
Region VII
726 Minnesota Avenue
Kansas City, Kansas 66101 (w/enclosures)

Mr. Richard C. Nelson
Field Supervisor
U.S. Department of the Interior
Fish and Wildlife Service
Rock Island Field Office (ES)
1830 Second Avenue
Rock Island, Illinois 61201 (w/enclosures)

Mr. Larry J. Wilson, Director
Iowa Department of Natural Resources
Henry A. Wallace Building
900 East Grand Avenue
Des Moines, Iowa 50319 (w/enclosures)

Mr. David Crossen
State Historic Society of Iowa
Bureau of Historic Preservation
Historical Building/Capitol Complex
Des Moines, Iowa 50319 (w/enclosures)

Mr. William D. Ashton
Ashton-Barnes Engineers, Incorporated
3432 Jersey Ridge Road
Davenport, Iowa 52807 (w/enclosures)

DEPARTMENT OF THE ARMY PERMIT

Permit Number: CENCR-OD-S-070-0X6-1-198590

Section: 10/404

Permittee: City of Davenport
City Hall
Davenport, Iowa 52803

POC: Mr. Charlie Heston
Tel: 319/326-7765

Effective Date: 23 October 1990

Expiration Date: 31 December 1994, Initial Project
31 December 1999, Maintenance Dredging

Issuing Office: U.S. Army Corps of Engineers, Rock Island District
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

You are authorized to perform work in accordance with the terms and conditions specified below.

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

Project Description: The permittee will construct a mooring facility on the Mississippi River. Two pile founded anchorage blocks with concrete caps will be constructed landward of the existing riverwall. Two 265-foot-long, 50-foot-wide barges will be permanently moored and anchored by four 75-foot-long access bridges and wire cables to the anchorage blocks. The permittee will also dredge 18,000 cubic yards of sand, gravel and broken limestone to provide adequate depth at the upstream mooring site for one of the barges and riverboat gambling vessels. The material will be disposed of on the downstream end of the Crescent Street Bridge (approximately 10,000 cubic yards) for future use in construction of the Davenport bike path. The remaining 8,000 cubic yards will be disposed of in an upland site.

Project Location: Mississippi River, right bank, approximate river mile 482.5, in Section 35, Township 78 North, Range 3 East, in Davenport, Scott County, Iowa.

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit.

Drawings No. 198590. Sheet 1 of 3, Location Map and Plan View Sheet
Sheet 2 of 3, Plan View Sheet
Sheet 3 of 3, Plan View

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on the date specified on page 1. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before that date is reached.

2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party, in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archaeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions. (Condition is not applicable for Section 10 Permits.)

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

1. That if construction work uncovers an item or items that may be of historic or archaeological interest or if important new historical data comes to light in the project area, the work will be delayed sufficient time to notify the U.S. Army Corps of Engineers, Rock Island District, Clock Tower Building - Post Office Box 2004, Rock Island, Illinois 61204-2004 (telephone 309/788-6561), and the State Historical Society of Iowa, Bureau of Historic Preservation, Historical Building/Capitol Complex, Des Moines, Iowa 50319 (telephone 515/281-5111), and to allow the significance of the discovery to be determined. The permittee may be held responsible for cost associated with identification and recovery.

2. That the permittee will take measures to retain the large cottonwoods located immediately downstream of the Crescent Bridge.

3. That trees removed for the construction of the bike path on the downstream end of the Crescent Bridge will be replaced on a 1 for 1 basis with other riparian tree species along the riverward side of the bike path right of way. These plantings shall be completed within one year after completion of this portion of the bike path.

4. You must advise this office in writing at least two weeks before you start maintenance dredging activities under the authority of this permit. Notification shall include the method of dredging, the estimated quantity of material to be dredged, the location of the spoil site for the dredged material, and pertinent details concerning the method of spoiling, spoil site preparation, etc. The periodic maintenance dredging portion of the project may be performed under this permit until 31 December 1999.

Further Information:

1. **Congressional Authorities:** You have been authorized to undertake the activity described above pursuant to:

- (X) Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).
- (X) Section 404 of the Clean Water Act (33 U.S.C. 1344).
- () Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. **Limits of this authorization.**

- a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.
- b. This permit does not grant any property rights or exclusive privileges.
- c. This permit does not authorize any injury to the property or rights of others.
- d. This permit does not authorize interference with any existing or proposed Federal project.

3. **Limits of Federal Liability.** In issuing this permit, the Federal Government does not assume any liability for the following:

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
- d. Design or construction deficiencies associated with the permitted work.
- e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. **Reliance on Applicant's Data:** The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. **Reevaluation of Permit Decision.** This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.1 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

Thomas W. Hunt
Permittee

10/23/90
Date

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

John R. Brown
for John R. Brown
Colonel, U S. Army
District Engineer

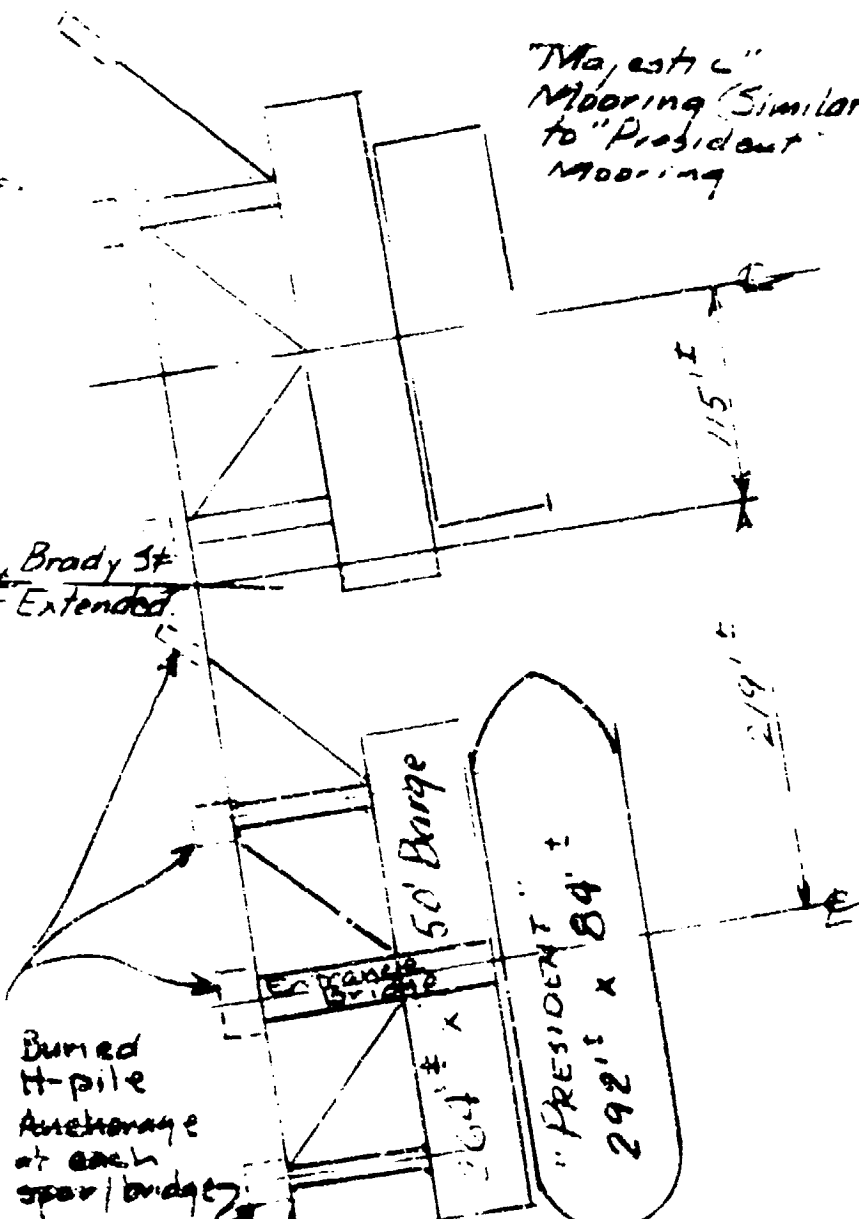
10/23/90
Date

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

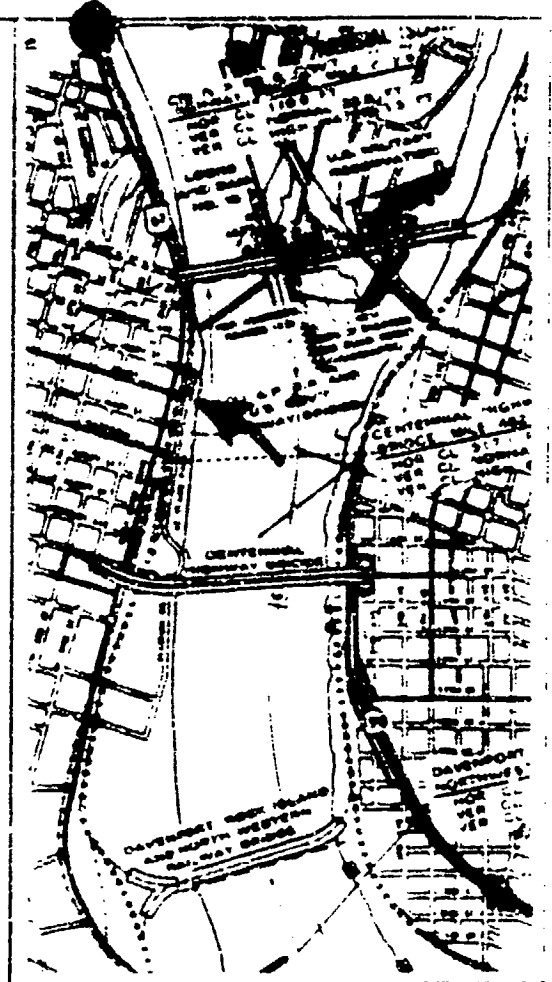
Transferee

Date

W. H. Weston Rev. 30 Aug 90



"Majestic" Mooring (Similar to "President" Mooring)



UNITY MAP

GENERAL LAYOUT

1" = 100'

MAIN STREET BOAT RAMP

LIST OF ADJACENT PROPERTY OWNERS

NO	NAME	ADDRESS
1	All adjacent property is owned by the City of Davenport.	
2		
3		
4		

PROJECT DESCRIPTION
 Riverboat Mooring and Anchorages

LOCATION
 Riverfront - Main Street to Perry Street
 Davenport, Iowa

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P O BOX 2004
ROCK ISLAND ILLINOIS 61204 2004

March 28, 1991

ATTENTION OF

Operations Division

SUBJECT: CENCR-OD-S-070-0X6-1-19859R1

Mr. Charlie Heston
Program Manager
Planning and Programming
City of Davenport
City Hall
226 West Fourth Street
Davenport, Iowa 52801

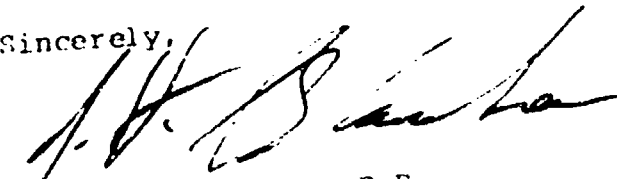
Dear Mr. Heston:

Please reference Mr. William D. Ashton's letter dated March 4, 1991, concerning a revision to your Department of the Army permit to construct a mooring facility on the Mississippi River, in Davenport, Scott County, Iowa.

Your Department of the Army permit is hereby modified to accurately reflect the access bridges and the anchorage devices to be utilized for the mooring facility. Enclosed is a revised permit which will replace your current Department of the Army permit.

Should you have any questions concerning your permit, please contact our Regulatory Functions Branch by letter, or telephone Mr. John Betker 309/788-6361, extension 6380.

Sincerely,



James H. Blanchar, P.E.
Chief, Operations Division

Enclosure

Copies Furnished:

Ms. Diane Hershberger
Chief, Wetlands Protection Section
U.S. Environmental Protection Agency
Region VII
726 Minnesota Avenue
Kansas City, Kansas 66101 (w/enclosures)

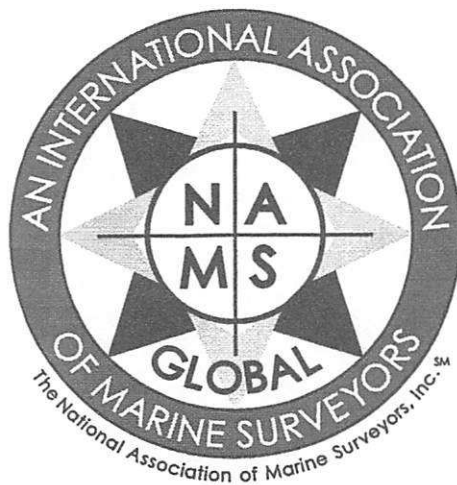
Mr. Richard C. Nelson
Field Supervisor
U.S. Department of the Interior
Fish and Wildlife Service
Rock Island Field Office (ES)
1830 Second Avenue
Rock Island, Illinois 61201 (w/enclosures)

Mr. Larry J. Wilson, Director
Iowa Department of Natural Resources
Henry A. Wallace Building
900 East Grand Avenue
Des Moines, Iowa 50319 (w/enclosures)

Mr. David Crossen
State Historic Society of Iowa
Bureau of Historic Preservation
Historical Building/Capitol Complex
Des Moines, Iowa 50319 (w/enclosures)

Mr. William D. Ashton
Ashton-Barnes Engineers, Incorporated
3432 Jersey Ridge Road
Davenport, Iowa 52807 (w/enclosures)

2016 NAMSGlobal Membership List



The National Association of Marine Surveyors, Inc.
(USA)

17049 El Camino Real, Suite 208, Houston, TX. 77058
281.480.6267 or 800.822.6267 Fax: 281.480.6817
office@namsglobal.org
Jennifer Yovan, Office Manager

For the most up-to-date listing of NAMSGlobal
Surveyor Members, please visit the "Find A Marine
Surveyor" page on the NAMSGlobal website:
www.namsglobal.org

About NAMSGlobal

About NAMSGlobal

The National Association of Marine Surveyors, Inc. was incorporated as a nonprofit corporation by the state of New York in 1962 by a group of Marine Surveyors who had previously functioned as informal correspondents of The Yacht Safety Bureau (now the Marine Division of Underwriters Laboratories).

Credo

No surveyor shall take any position contrary to their own knowledge or opinion for any direct or indirect monetary gain or its equivalent.

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<i>Great Lakes</i>	Kevin R. Bache		
<i>Western Rivers</i>	Roy L. Smith		

About NAMSGlobal

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Central Atlantic	Lloyd E. Gifford III	South Pacific	Cliff E. ...
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East Gulf	Charles J. Brown	Western Canada	William J. ...
West Gulf	William A. Dwyer	International	William J. ...
Great Lakes	Kevin M. Bach		
Western Europe	Bob L. Smith		

Indiana

Michael Sulkowski, Retired-Life Member,

185 E 418 S
Valparaiso, Indiana, 46383
219.213.1656
mytail@frontier.com

Iowa

Michael R. Baxter, NAMS-CMS, 1988 Certified in Hull and Machinery

U. S. Inland Marine Surveying, Inc.
1599 Vail Avenue
Muscatine, Iowa, 52761
800.699.6235 , 563.263.6235
usinland@muscanet.com

Also accepts assignments in Yachts and Small Craft, Commercial Vessels under 1600 GT, Marina Facilities, Cargo, Container Loads, and Salvage

Randy Carmichael, Associate,

Upper Mississippi Fleeting
P O Box 554
Buffalo, Iowa, 52728
563.381.4990 Fax: 563.381.9889
upmissfleet@qwestoffice.net

Accepts assignments in Hull and Machinery

John J. Flachsenhar, NAMS-CMS, 1977

Frank K. Wyatt, Marine Surveyor, Inc.
970 Indian Ridge
Dubuque, Iowa, 52003
563.556.2526

Certified in Preceded certification examination

Also accepts assignments in Yachts and Small Craft, Commercial Vessels under 1600 GT, Marina Facilities, and Hull and Machinery

Kentucky

Jan T. Haynes, NAMS-CMS, 2009

Haynes Marrs & Associates LLC
6411 Stinespring Dr.
Paducah, Kentucky, 42001
270.556.2404 Fax: 573.243.5332
janhaynes@bellsouth.net

Certified in Hull and Machinery

Also accepts assignments in Commercial Vessels under 1600 GT, Marina Facilities, and Salvage

Geographical listing of USA Survey Members

Indiana

Michael Sullivan, District-110
Member
188 N 118 S
Valparaiso, Indiana 46383
191.121.826
mst110@earthlink.net

Iowa

Michael J. Hester, NAMS-CMS
1908 Certified in ILL and Machinery
Also accepts assignments in ILL and
Small Craft, Commercial Vessels under
1600 GT Marine Facilities, Cargo
Containers, Loads, and Salvage
Operations

Ul. S. Inland Marine Surveying, Inc.
1509 West Avenue
Muscatine, Iowa 52701
800.630.6125 / 563.303.4035
mjh@inlandmarinesurveying.com

Accepts assignments in ILL and
Machinery

Randy Gerhardt, NAMS-CMS
Upper Mississippi Flotilla
P O Box 754
Burlington, Iowa 52728
563.381.4990 Fax: 563.381.9019
rgerhardt@earthlink.net

Certified in ILL and Machinery
Also accepts assignments in ILL and
Small Craft, Commercial Vessels under
1600 GT Marine Facilities, and Hull and
Machinery

John J. Macomber, NAMS-CMS
1977
Frank K. West, Marine Surveyor, Inc.
970 Indiana Ridge
Dubuque, Iowa 52002
563.256.2320

Kentucky

Certified in ILL and Machinery
Also accepts assignments in Commercial
Vessels under 1600 GT Marine
Facilities and Salvage

Jan T. Hayes, NAMS-CMS, 2009
Hayes Marine & Associates LLC
6411 Shipping Dr
Paducah, Kentucky 40301
270.550.1104 Fax: 270.550.3933
jhayes@bellnet.net

NFPA 303

Fire Protection Standard for Marinas and Boatyards

2000 Edition

NOTICE: An asterisk (*) following the number or letter designating a paragraph indicates that explanatory material on the paragraph can be found in Appendix A.

Changes other than editorial are indicated by a vertical line in the margin of the pages on which they appear. These lines are included as an aid to the user in identifying changes from the previous edition.

Information on referenced publications can be found in Chapter 7 and Appendix B.

Chapter 1 Introduction

1.1 Scope. This standard applies to the construction and operation of marinas, boatyards, yacht clubs, boat condominiums, docking facilities associated with residential condominiums, multiple-docking facilities at multiple-family residences, and all associated piers, docks, and floats. This standard is not intended to apply to a private, non-commercial docking facility constructed or occupied for the use of the owners or residents of the associated single-family dwelling.

1.1.1 This standard also applies to support facilities and structures used for construction, repair, storage, hauling and launching, or fueling of vessels if fire on a pier would pose an immediate threat to these facilities, or if a fire at a referenced facility would pose an immediate threat to a docking facility.

1.1.2 This standard applies to marinas and facilities:

- (1) Servicing small recreational and commercial craft, yachts, and other craft of not more than 300 gross tons
- (2) Not covered by NFPA 307, *Standard for the Construction and Fire Protection for Marine Terminals, Piers, and Wharves*, or NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages*

1.1.3 No requirement in this standard shall be construed as reducing applicable building, fire, and electrical codes.

1.2* Purpose. This standard is intended to provide a minimum acceptable level of safety to life and property from fire and electrical hazards at marinas and related facilities.

1.3 Retroactivity. The provisions of this standard reflect a consensus of what is necessary to provide an acceptable degree of protection from the hazards addressed in this standard at the time the standard was issued.

Unless otherwise specified, the provisions of this standard shall not apply to facilities, equipment, structures, or installations that existed or were approved for construction or installation prior to the effective date of the standard. Where specified, the provisions of this standard shall be retroactive.

In those cases where the authority having jurisdiction determines that the existing situation presents an unacceptable degree of risk, the authority having jurisdiction shall be permitted to apply retroactively any portions of this standard deemed appropriate.

The retroactive requirements of this standard shall be permitted to be modified if their application clearly would be

impractical in the judgment of the authority having jurisdiction, and only where it is clearly evident that a reasonable degree of safety is provided.

1.4 Definitions. Additional definitions specific to certain chapters of this standard are contained within the appropriate chapter.

1.4.1* Approved. Acceptable to the authority having jurisdiction.

1.4.2* Authority Having Jurisdiction. The organization, office, or individual responsible for approving equipment, materials, an installation, or a procedure.

1.4.3 Berth. The water space to be occupied by a boat or other vessel alongside or between bulkheads, piers, piles, fixed and floating docks, or any similar access structure. (*See also definition 1.4.25, Slip.*)

1.4.4* Boatyard. A facility used for constructing, repairing, servicing, hauling from the water, storing (on land and in water), and launching of boats.

1.4.5 Building. A roofed-over structure with or without enclosed walls.

1.4.6 Bulkhead. A vertical structural wall, usually of stone, timber, metal, concrete or synthetic material, constructed along, and generally parallel to, the shoreline to retain earth as an extension of the upland, and often to provide suitable water depth at the waterside face.

1.4.7* Combustible Liquid. A liquid that has a closed-cup flash point at or above 100°F (37.8°C).

1.4.8* Crane. A mechanical device used for lifting or moving boats.

1.4.9* Docking Facility. A covered or open, fixed or floating structure that provides access to the water and to which boats are secured.

1.4.10 Electrical Datum Plane. The electrical datum plane is defined as follows: (a) in land areas subject to tidal fluctuation, the electrical datum plane is a horizontal plane 2 ft (0.606 m) above the highest tide level for the area occurring under normal circumstances, that is, highest high tide; (b) in land areas not subject to tidal fluctuation, the electrical datum plane is a horizontal plane 2 ft (0.606 m) above the highest water level for the area occurring under normal circumstances; (c) the electrical datum plane for floating piers and landing stages that are (1) installed to permit rise and fall response to water level, without lateral movement, and (2) that are so equipped that they can rise to the datum plane established for (a) or (b) is a horizontal plane 30 in. (762 mm) above the water level at the floating pier or landing stage and a minimum of 12 in. (305 mm) above the level of the deck.

1.4.11* Flammable Liquid. A liquid that has a closed-cup flash point that is below 100°F (37.8°C) and a maximum vapor pressure of 40 psia (2068 mm Hg) at 100°F (37.8°C).

1.4.12* Fuel Product Lines. Piping that connects the fuel storage tanks to the fuel dispensing pumps.

1.4.13 Fuel Storage. An area or structure (i.e., tank) that contains fuel products in storage for subsequent dispensing.

1.4.14 Fueling Station or Pier. An area on a pier, dock, bulkhead, or similar structure that is specifically used for the dispensing of fuel products. Also known as a marine service station, fuel dispensing facility, or fuel dock.

instruments in the instrument of the authority having jurisdiction. It is not intended that a separate degree of safety is provided.

1.4.1. Additional additional definitions and terms shall be defined in the appendix to this standard.

1.4.1.1. Approved. As applicable to the authority having jurisdiction.

1.4.1.2. Authority Having Jurisdiction. The organization or authority responsible for approval of equipment, materials and methods of installation.

1.4.1.3. Board. The space provided for occupancy by a board or other device, including a board, which is used to support and secure the conductors of an electrical system.

1.4.1.4. Branch. A portion of the circuit which is connected to the main circuit and which is used for the purpose of distributing power.

1.4.1.5. Busbar. A metal bar or bars used for the purpose of distributing power.

1.4.1.6. Cabinet. A metal enclosure with doors or covers, which is used to house electrical equipment and which is designed to protect the equipment from damage and to provide ventilation.

1.4.1.7. Component. A part of a device which is used for the purpose of performing a specific function.

1.4.1.8. Control. A mechanical device used for the purpose of controlling the operation of a device.

1.4.1.9. Ducting. A pipe or tube used for the purpose of conveying electrical conductors.

1.4.1.10. Electrical Panel. The electrical panel shall be defined as follows: (a) in the case of a panel which is not a cabinet, it shall be a panel which is used for the purpose of distributing power; (b) in the case of a cabinet, it shall be a cabinet which is used for the purpose of housing electrical equipment.

1.4.1.11. Equipment. A device which is used for the purpose of performing a specific function.

1.4.1.12. Ground. A connection to the earth or to a common reference point.

1.4.1.13. Identification. A marking which is used to identify electrical equipment.

1.4.1.14. Label. A marking which is used to identify electrical equipment.

1.4.1.15. Panel. A device which is used for the purpose of distributing power.

1.4.1.16. Raceway. A device which is used for the purpose of conveying electrical conductors.

APPENDIX

The Protection Standards for

Manholes and Vaults

2000 Edition

NOTICE: This standard is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

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This standard is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

Chapter 1 Introduction

1.1.1. This standard applies to the construction and installation of manholes, vaults, and other enclosures used for the purpose of housing electrical equipment. It is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

1.1.2. This standard applies to support facilities and structures used for the purpose of supporting electrical equipment. It is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

1.1.3. This standard applies to manholes and vaults used for the purpose of housing electrical equipment. It is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

1.1.4. This standard applies to vaults used for the purpose of housing electrical equipment. It is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

1.1.5. This standard applies to vaults used for the purpose of housing electrical equipment. It is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

1.1.6. This standard applies to vaults used for the purpose of housing electrical equipment. It is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

1.1.7. This standard applies to vaults used for the purpose of housing electrical equipment. It is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

1.1.8. This standard applies to vaults used for the purpose of housing electrical equipment. It is intended to be used in conjunction with the provisions of the National Electrical Code, 2000 Edition, and the provisions of the National Electrical Safety Code, 2000 Edition.

1.4.15 Labeled. Equipment or materials to which has been attached a label, symbol, or other identifying mark of an organization that is acceptable to the authority having jurisdiction and concerned with product evaluation, that maintains periodic inspection of production of labeled equipment or materials, and by whose labeling the manufacturer indicates compliance with appropriate standards or performance in a specified manner.

1.4.16* Listed. Equipment, materials, or services included in a list published by an organization that is acceptable to the authority having jurisdiction and concerned with evaluation of products or services, that maintains periodic inspection of production of listed equipment or materials or periodic evaluation of services, and whose listing states that either the equipment, material, or service meets appropriate designated standards or has been tested and found suitable for a specified purpose.

1.4.17* Marina. A facility, generally on the waterfront, that stores and services boats in berths, on moorings, and in dry storage or dry stack storage.

1.4.18 Marine Power Outlet. An enclosed assembly that can include receptacles, circuit breakers, fused switches, fuses and watt-hour meter, and monitoring means approved for marine use.

1.4.19* Marine Railway. A device used for hauling boats out of the water or placing boats into the water.

1.4.20 Monorail. Overhead track and hoist system for moving material around the boatyard or moving and launching boats.

1.4.21 Mooring(s). Any place where a boat is wet stored or berthed. Locally, can be used to differentiate between permanent anchored moorings and slips.

1.4.22 Pier. A structure extending over the water and supported on a fixed foundation (fixed pier), or on flotation (floating pier), that provides access to the water.

1.4.22.1 Covered Pier. A fixed or floating pier that is provided with a roof system to protect berthed boats from the weather.

1.4.22.2 Fixed Pier. Pier constructed on a permanent, fixed foundation, such as on piles, that permanently establishes the elevation of the structure deck with respect to land.

1.4.22.3 Floating Pier. Pier designed with inherent flotation capability that allows the structure to float on the water surface and rise and fall with water level changes.

1.4.23 Shall. Indicates a mandatory requirement.

1.4.24 Should. Indicates a recommendation or that which is advised but not required.

1.4.25 Slip. A berthing space between or adjacent to piers, wharves, or docks; the water areas associated with boat occupation. (See also definition 1.4.3, Berth.)

1.4.26 Stack Storage. See definition 1.4.27.2, Dry Stack Storage.

1.4.27 Storage.

1.4.27.1* Covered Storage. A structure or building capable of receiving and storing boats for extended periods of time while protecting the boats from exposure to the weather.

1.4.27.2* Dry Stack Storage. A facility, either covered or uncovered, constructed of horizontal and vertical structural members designed to allow placement of small boats in defined slots arranged both horizontally and vertically.

1.4.27.3 Seasonal Storage. Storage of boats for extended periods when not in use, that is, winter storage.

1.4.27.4 Wet Storage. A term used to indicate that a boat is stored afloat in a partly or completely laid-up status.

1.4.28* Standpipe System. An arrangement of piping, valves, hose connections, and allied equipment with the hose connections located in such a manner that water can be discharged in streams or spray patterns through attached hose and nozzles, for the purpose of extinguishing a fire and so protecting designated buildings, structures or property in addition to providing occupant protection as required.

Chapter 2 Management

2.1* Smoking Restrictions. Smoking shall be prohibited and "No Smoking" signs shall be posted in all areas where fuels and other flammable liquids are stored or dispensed, in all covered or enclosed boat storage areas, in battery rooms, and in other such locations as management or the authority having jurisdiction shall designate.

2.2 Maintenance of Fire-Fighting Equipment and Systems. A maintenance program that requires periodic inspection, testing, and operation of fire-fighting equipment and systems, and that assures access to all parts of the facility for fire-fighting personnel, shall be adopted.

2.2.1 All fire-fighting equipment and systems shall be inspected and tested at regular intervals. As part of this requirement, fire extinguishers shall be inspected at least annually and provided with a tag showing the last date of inspection, and shall be emptied at the end of their service period, preferably as part of a training exercise (see Section 2.3).

2.2.2 Hoses shall be unrolled, inspected, and tested (in accordance with the manufacturer's instructions) at least once a year.

2.2.3 The fire department shall have access to fenced, gated, or locked grounds or piers. Appropriate means of access (including keys, cardkeys, and combinations) shall be provided to the fire department or shall be permitted to be secured in a lock box on the premises accessible to the fire department. The fire department shall be notified immediately of any changes in the means of access.

2.3* Employee Training.

2.3.1 Practice drills shall be held at frequent intervals, preferably once a month and at a minimum of twice a year.

2.3.2* All employees shall know the location of fire-fighting equipment, and shall be instructed in the procedures for response to a fire, response to a fire alarm, reporting a fire to the proper authorities (and to designated facility employees), and in the employee's designated role(s) in pre-fire planning matters. See Section 2.4.

2.3.3 Selected employees shall be given training in the use of fire-fighting equipment such as portable pumps, standpipe systems, wheel-mounted extinguishers, auxiliary water sources, and so on.

2.3.4 All employees, including office personnel, shall be given training in the use of portable fire extinguishers.

2.4 Fire Department Liaison. The local fire department shall be encouraged to visit the facility annually to become acquainted with every part of the plant and to conduct

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NFPA 302

Fire Protection Standard for Pleasure and Commercial Motor Craft

1998 Edition

This edition of NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*, was prepared by the Technical Committee on Motor Craft and acted on by the National Fire Protection Association, Inc. at its Annual Meeting held May 18-21, 1998, in Cincinnati, OH. It was issued by the Standards Council on July 16, 1998, with an effective date of August 5, 1998, and supersedes all previous editions.

Changes other than editorial are indicated by a vertical rule in the margin of the pages on which they appear. These lines are included as an aid to the user in identifying changes from the previous edition.

This edition of NFPA 302 was approved as an American National Standard on August 6, 1998.

Origin and Development of NFPA 302

This Fire Protection Standard for Pleasure and Commercial Motor Craft represents the cumulative result of over 69 years of attention to fire safety of power boats by the NFPA. The first edition of this standard was adopted by the Association in 1937. Successive editions adopted are as follows: 1939, 1948, 1950, 1951, 1952, 1953, 1954, 1955, 1957, 1960, 1964, 1966, 1968, 1972, 1980, 1984, 1989, and 1994.

Prior to 1937, the information was contained in Appendix D of NFPA 301, *Fire Prevention Regulations for the Construction and Maintenance of Vessels*.

For the 1994 edition, NFPA 302 was completely revised to improve its usability and adoptability, to make it compatible with industry practice and other industry standards, as well as to create a new chapter on lightning protection systems for boats. The Committee on Motor Craft also amended the existing provisions in Chapter 6 on gas-fueled equipment as well as added provisions for new fuels being used for cooking appliances on boats. In 1984, the title of the document was officially changed to *Standard for Pleasure and Commercial Motor Craft*. The 1998 revision of NFPA 302 incorporates complete revisions to Chapters 9 and 10. The requirements for lightning protection were referenced to another marine industry standard, ABYC E-4, *Lightning Protection*, in which the fire protection equipment requirements were updated to reflect the recent advancements and changes pertaining to clean agent extinguishing systems, and alternatives to halons.



LM INSURANCE CORPORATION
 P.O. Box 8090
 Wausau WI 54402-8090
 Telephone: (800) 653-7893
 Fax: (603) 334-8162
 Email: IMS@LibertyMutual.com

August 19, 2016

Recd 8-27-16

U S INLAND MARINE SURVEYING INC
 1599 VAIL AVENUE
 MUSCATINE IA 52761

RE: Audit Exhibit

Insured: U S INLAND MARINE SURVEYING INC
 Policy Number: WC5-34S-335938-025
 Effective Date: June 1, 2015
 Audit Period: June 1, 2015 - June 1, 2016

Dear Insured:

Your workers compensation policy, WC5-34S-335938-025, expired on June 1, 2016. This is your revised audit exhibit. This exhibit reflects the payrolls/other exposures provided by you and supported by the tax documentation you submitted. NOTE: Current coverage may be endorsed to reflect these payrolls/other exposures.

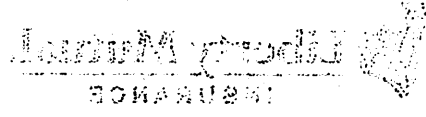
Please be advised this audit exhibit is not an invoice. You will receive an invoice reflecting your account balance under separate cover. This exhibit shows the difference, if any, between the prior policy's estimated premium and the policy's audited premium as a result of this adjustment, and does not reflect any payments made.

Location Number and Address

001 1599 VAIL AVE, MUSCATINE, IA 52761-0000

State	Loc. #	Class Code	Description	Exposure	Rate/ \$100	Premium
For the Period 06-01-2015 to 06-01-2016						
IA	001	5403	CARPENTRY - NOC	0	21.53	0
		7395M	DIVING-MARINE: COVERAGE UNDERADMIRALTY LAW: PROGR	12,956	9.46	1,226
		8720	INSPECTION OF RISKS FOR INSURANCE OR VALUATION PUR	30,880	3.78	1,167
		8720U	INSPECTION OF RISKS FOR INSURANCE OR VALUATION PUR	17,010	7.64	1,300
		8810	CLERICAL OFFICE EMPLOYEES NOC	19,410	0.39	76
			-- Total Class Premium --			3,769
		9740	TERRORISM		1.020	16
		0900	EXPENSE CONSTANT		0.000	260
		9741	CATASTROPHE (O/T ACTS OF TERR)		1.010	8
			-- Total for Period --			4,053

LM INSURANCE CORP - IOM
 810, 202 8080
 7000 17 24402-8090
 1111 1111 1111 1111 1111
 Fax: (800) 431-8185
 Email: lms@lmgroup.com



August 19, 2016

U S INLAND MARINE SURVEYING INC
 1599 VAIL AVENUE
 MUSCATINE IA 52761

Dear Sirs:

U S INLAND MARINE SURVEYING INC
 WOC 348-33938-022
 June 1, 2015
 June 1, 2015 - June 1, 2016

Account Number:
 Policy Number:
 Effective Date:
 Audit Period:

Dear Sirs:

Your workers compensation policy, WOC-348-33938-022, expired on June 1, 2016. This is your revised audit exhibit. This exhibit reflects the employer's expenses provided by you and supported by the tax documentation you submitted. NOTE: Certain coverage may be entered to reflect these payroll-related expenses.

Please be advised this audit exhibit is not an invoice. You will receive an invoice reflecting your account balance under review cover. This exhibit shows the difference, if any, between the policy's estimated premium and the policy's audited premium as a result of the difference, and does not reflect any payments made.

1599 VAIL AVENUE MUSCATINE IA 52761-0001
 Location Number and Address

Rate	Class Code	Description	Expense	Amount
0	8503	CARPENTRY - 8503	0	11.53
1,232.1	7902M	EMPLOYER'S SHARE OF SOCIAL SECURITY TAX	12,470	346
1,137	8750	EXTENSION OF RISKS FOR INSURANCE OR VALUATION	12,470	1,137
1,300	8750M	EXTENSION OF RISKS FOR INSURANCE OR VALUATION	12,470	1,300
78	8810	EMPLOYER'S SHARE OF SOCIAL SECURITY TAX	12,470	78
2,739		-- Total Class Premium --		2,739
10	9710	EMPLOYER'S SHARE OF SOCIAL SECURITY TAX	1,000	10
280	9900	EMPLOYER'S SHARE OF SOCIAL SECURITY TAX	2,800	280
2	9911	EMPLOYER'S SHARE OF SOCIAL SECURITY TAX	2,000	2
400		-- Total for Period --		400

State	Loc. #	Class Code	Description	Exposure	Rate/ \$100	Premium
Total for IA - Location 001						4,053

AUDIT SUMMARY	Audited Premium
Total State -- IA	4,053
Total Policy Cost - Revised Audited Premium	4,053
Total Initial Audited Premium	4,273
Change in Premium and Surcharges Due to Audit	-220

Policy Disputes:

In order to remain eligible for workers' compensation coverage through the assigned-risk market, you must pay all outstanding premium owed unless you can demonstrate that the premium is inaccurate AND that you have taken steps to dispute the inaccuracies with your insurance carrier.

If you dispute any portion of your invoice and for collections to be held on the balance pending dispute resolution, you must comply with all of the following procedures for raising a "bona fide dispute":

- 1 Provide a detailed written explanation of why you believe your invoice is incorrect, including all documentation to verify these findings (This would include, but not be limited to, certificates of insurance for subcontractors, copies of invoices showing a detailed breakdown of materials purchased, a description of all jobs performed by an employee if a class code is disputed, and/or verification of independence for all uninsured contractors, for review.) AND
- 2 Provide a detailed recalculation of what the premium should be (for help in recalculating the undisputed premium please contact your producer of record), AND
- 3 Mail payment for the undisputed portion of the premium owed by the due date on the invoice to the Liberty Mutual address noted at the bottom of the invoice (the amount arrived at in the calculations of #2).
- 4 Please submit your written dispute by fax or email as noted below. If this option is not possible, please mail your dispute along with your undisputed payment.

For Physical Audit Disputes: EMAIL or FAX a copy of your dispute to our Audit Operations Dept. at:

Email: IMOAuditDispute@LibertyMutual.com

Fax #: 603-334-0291

For Self-Audit Disputes: EMAIL or FAX a copy of your dispute to our Underwriting Operations Dept. at

Email: IMS@LibertyMutual.com

Fax #: 603-427-1885

Sincerely,

Commercial Service Operations

cc: MOLYNEAUX INSURANCE INC

Item Code	Description	Amount	Premium
	Total 1017 - 1017-001		1023
TOTAL PREMIUM			1023
Total 1017 - 1017-001			1023
Total 1017 - 1017-001			1023
Change in Premium and Charges Due to Audit			1023

In order to remain eligible for workers' compensation coverage through the assigned-risk market, you must pay all outstanding premium owed unless you can demonstrate that the premium is incorrect AND that you have taken steps to dispute the associated with your insurance carrier.

If you dispute any portion of your invoice and for collection to be held on the balance pending dispute resolution, you must comply with all of the following procedures for raising a "form 1017 dispute":

1. Provide a detailed written explanation of why you believe your invoice is incorrect, including all documentation to verify these findings (this would include, but not be limited to, certificates of insurance for subcontractors, copies of invoices showing a detailed breakdown of amounts purchased, a description of all jobs performed by an employee, if a class code is disputed, and/or verification of independence for all insured contractors, for review), AND
2. Provide a detailed recalculation of what the premium should be (for help in recalculating the uncharged premium please contact your producer or record), AND
3. Make payment for the undisputed portion of the premium owed by the date on the invoice to the Liberty Mutual address noted at the bottom of the invoice (the amount arrived in the calculations of WPA).
4. Please submit your written dispute by fax or email as noted below. If this option is not possible, please mail your dispute along with your uncharged payment.

For Physical Audit Dispute: EMAIL or FAX a copy of your dispute to our Audit Operations Dept. at
 Email: audit@libertymutual.com
 Fax #: 603-344-0291

For Non-Audit Dispute: EMAIL or FAX a copy of your dispute to our Underwriting Operations Dept. at
 Email: uw@libertymutual.com
 Fax #: 603-344-1882

Sincerely,

Commercial Service Operations

LIBERTY MUTUAL INSURANCE CO.



LM INSURANCE CORPORATION
P.O. Box 8090
Wausau WI 54402-8090
Telephone: (800) 653-7893
Fax: (603) 334-8162
Email: IMS@LibertyMutual.com

August 19, 2016

U S INLAND MARINE SURVEYING INC
1599 VAIL AVENUE
MUSCATINE IA 52761

RE: Notice of Reinstatement of Insurance

Insured: U S INLAND MARINE SURVEYING INC
Policy Number: WC5-34S-335938-026
Policy Effective Date: June 1, 2016

Dear Insured:

Workers compensation insurance protection, as provided by the policy number listed below, has been reinstated by this Company effective at 12:01 a.m. on the date indicated.

Policy Number: WC5-34S-335938-026
State(s) of Coverage: IA
Reinstatement Date: September 1, 2016
Policy Effective Date: June 1, 2016
Policy Expiration Date: June 1, 2017
Reason for Reinstatement: SATISFIED COMPLIANCE ISSUE

In accordance with Plan rules, known certificate of insurance holders are being notified of this reinstatement.

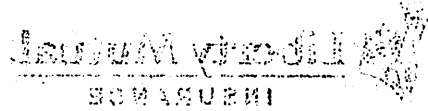
Please mark your records accordingly.

Sincerely,

Jeff Eldridge
Commercial Service Operations

cc: MOLYNEAUX INSURANCE INC

LIBERTY MUTUAL INSURANCE CORPORATION
P.O. Box 8080
Wichita, KS 67202-8080
Telephone: (316) 633-1888
Fax: (316) 334-8111
Email: libmut@libertymutual.com



August 18, 2016

U S MARINE SURVEYING INC
1397 VAIL AVENUE
BOSTON MA 02761

Notice of Reinstatement of Insurance

Issued: U S MARINE SURVEYING INC
Policy Number: WCS-342-332038-026
Policy Effective Date: June 1, 2016

Dear Insured:

Workers compensation insurance protection, as provided by the policy number listed below, has been reinstated by this Company effective at 12:01 a.m. on the date indicated.

Reason for Reinstatement	Policy Reinstatement Date	Policy Effective Date	Reinstatement Date	State(s) of Coverage	Policy Number
SATISFIED COMPLIANCE ISSUE	June 1, 2017	June 1, 2016	September 1, 2016	IA	WCS 342-332038-026

In accordance with this policy, the reinstatement of insurance has been notified to this reinstatement.

Please mark your records accordingly.

Sincerely,

Jeff Hodge
Commercial Service Operations

LIBERTY MUTUAL INSURANCE INC

US Inland Marine

From: US Inland Marine <usinland@muscanet.com>
Sent: Friday, October 28, 2016 2:40 PM
To: 'Frohlich, Albert J MVR'
Subject: RE: [EXTERNAL] Mile 483 UMR (UNCLASSIFIED)

Albert Frohlich much appreciate 1991 permit, will be trying to keep unchanged. Mike Baxter - Muscatine

-----Original Message-----

From: Frohlich, Albert J MVR [mailto:Albert.J.Frohlich@usace.army.mil]
Sent: Thursday, October 27, 2016 10:05 AM
To: US Inland Marine <usinland@muscanet.com>
Subject: RE: [EXTERNAL] Mile 483 UMR (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Mike - See the attached permit. Hopefully this is what you are seeking. If not please let me know.

Al

-----Original Message-----

From: US Inland Marine [mailto:usinland@muscanet.com]
Sent: Wednesday, October 26, 2016 1:12 PM
To: Frohlich, Albert J MVR <Albert.J.Frohlich@usace.army.mil>
Subject: RE: [EXTERNAL] Mile 483 UMR (UNCLASSIFIED)

Albert Frohlich - Permit Section

Would be grateful if you can send a pdf copy today or tomorrow of the casino boat and dock barge permit at Davenport a quarter mile downriver of the dam.

The mooring is changing hands, casino boat leaving, barges stay behind, and we want to make proposal due in by Monday to City of Davenport to operate the barges with restaurant, moor passenger vessel at times. If need FOIA request this is also FOIA request.

What is involved to transfer name of permit holder ?

Michael R. Baxter, NAMS-CMS
U.S. Inland Marine Surveying, Inc.

1599 Vail Avenue
Muscatine, Iowa 52761 A.C. 563-263-6235

-----Original Message-----

From: Frohlich, Albert J MVR [mailto:Albert.J.Frohlich@usace.army.mil]
Sent: Wednesday, October 26, 2016 12:44 PM
To: US Inland Marine <usinland@muscanet.com>

US Inland Marine

From: US Inland Marine <usimaind@usimaind.com>
Sent: Friday, October 20, 2018 2:40 PM
To: 'Frohlich, Albert J MVR'
Subject: RE: EXTERNAL: Mile 483 UMR (UNCLASSIFIED)

Albert Frohlich needs appropriate (P) permit. Will be trying to keep unchanged. Mike Baxter - Maritime

-----Original Message-----

From: Frohlich, Albert J MVR [mailto:Albert.Frohlich@usimaind.com]
Sent: Thursday, October 18, 2018 10:02 AM
To: US Inland Marine <usimaind@usimaind.com>
Subject: RE: EXTERNAL: Mile 483 UMR (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Mike - See the attached permit. Hopefully this is what you are seeking. If not please let me know.

Al

-----Original Message-----

From: US Inland Marine [mailto:usimaind@usimaind.com]
Sent: Wednesday, October 20, 2018 11:12 PM
To: Frohlich, Albert J MVR <Albert.Frohlich@usimaind.com>
Subject: RE: EXTERNAL: Mile 483 UMR (UNCLASSIFIED)

Albert Frohlich - Permit Section

Would be grateful if you can send a pdf copy today or tomorrow of the canoe boat and dock permit as
I have a permit with downriver of the dam.
The meeting is changing hands, canoe boat leaving, canoe stay behind, and we want to make proposal for
by Albany to City of Devonport to operate the barge with restaurant, motor passenger vessel at times. If boat
FOIA request this is also FOIA request.

What is involved to transfer name of permit holder?

Michael R. Baxter, NAMS-CMS
U.S. Inland Marine Surveying, Inc.

1599 Vail Avenue
Marquette, Iowa 52561 A.S. 563-263-0235

-----Original Message-----

From: Frohlich, Albert J MVR [mailto:Albert.Frohlich@usimaind.com]
Sent: Wednesday, October 20, 2018 12:44 PM
To: US Inland Marine <usimaind@usimaind.com>