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Survey Report No.: 2024-01003

FEBRUARY 5, 2024

RMB MARINE SERVICES, LLC
914 E BLUFF ST.
FLORECE, AL 735630

ATTN: Mr. Mark Burchfield
rmburchfield@gmail.com

RE: CONDITION AND VALUE SURVEY
 M/V "BARBARA LYNN"
 RMB Marine Services, LLC
 Florence Harbor / Florence, Al.

THIS IS TO CERTIFY that the undersigned Marine Surveyor did on January 9, 2023 at the request of Mr. Mark Burchfield, and for the account of said RMB Marine Services, LLC., , attend survey of Motor Vessel "Barbara Lynn" while the subject vessel lay afloat along the bulkhead at RMB Marine Services, LLC., in Florence, Al.

The purpose of survey was to ascertain the general condition and fair market value of Motor Vessel "Barbara Lynn" and establish a record of same.

ATTENDING SURVEY

Mr. Craig Kimble – Marine Surveyor - Budwine & Associates Inc., representing RMB Marine Services, LLC

SURVEYOR’S COMMENTS

No void compartments were entered at the time of the inspection.

The hulls was inspected from deck level or from the deck of an adjacent vessel.

The Motor Vessel “Barbara Lynn” was inspected while moored at the work dock, empty and afloat as far as possible and as required.

DESCRIPTION OF VESSEL

MOTOR VESSEL “BARBARA LYNN”

The vessel was found to be an all steel, welded twin screw, diesel powered, triple deck, river type towboat, built in 1963 by Barbour Metal Works in St. Louis, MO. It was powered by Caterpillar 3406B diesel engines, which developed a total of 900 horsepower through Twin Disc MG 514 reverse/reduction gears with ratios of 3:1. Approximate hull dimensions were 48.9' x 21.0' x 6.2'.

CONDITIONS ABOUT THE WORK MOTOR VESSEL “Barbara Lynn” WAS NOTED AS FOLLOWS:

Upon examination, the following developed:

Certificate of Documentation

Vessel Name:	BARBARA LYNN
Official No.:	290618
Hull No.:	1143
Built:	1963
Built At:	Barbour Metal Works
Built In:	St. Louis, MO.
Issue Date:	December 5, 2022
Expiration Date:	December 31, 2023
Hull Material:	Steel
Length:	48.9’
Breadth:	21.0’
Depth:	6.2’
GRT:	71
NRT:	48
Horsepower:	900
Owners:	RMB Marine Services, LLC
Historical Vessel Names:	SHELBY, BILL B, KATHAY JEAN, RUTH E

United States Coast Guard Certificate of Inspection

Certificate Issued: May 29, 2020
Certificate Expires: May 29, 2025

GENERAL CONDITION SURVEY

NAVIGATION EQUIPMENT

The navigation equipment appeared to be in operating condition and consisted of the following:

Wheelhouse top:

- All necessary, legal, properly mounted and shielded navigation lights.
- Two 12" diameter Perko incandescent searchlights.
 - Port s/n: 34534
 - Starboard s/n: 34536
- One Kahlenberg double trumpet air horn, m/n D-2
- JRC radar scanner
- Antennae of various functions were mounted throughout the perimeter of the wheelhouse upper deck.
- Access to the wheelhouse top deck was by means of an eight (8), rung ladderway mounted to starboard aft.
- The wheelhouse upper deck navigation and communication equipment appeared maintained in an operable manner.

Equipment found in way of the Navigational Console:

- Lenovo, Think Pad, Company computer with Rose Point mounted on a aluminum swivel mount.
- Port and starboard Steering levers
- Generator A/C Volts and Hertz gauges
- Port and starboard main engine gauges
- Port and starboard Caterpillar digital RPM gauges
- Port and starboard winch controls
- Murphy main engine alarm
- Rexroth, main engine controls
- Navigation lights panel
- Standard Horizon, VHL 3000 loud hailer with antenna
- Murphy engine room alarm panel, starboard bulkhead to aft.

Equipment found on the overhead above the console:

- Port and starboard, searchlight drop down controls. (Leaking pass the seals/gasket)
- Port and starboard, Standard Horizon, Eclipse, GX1400, VHF radio with antenna
- Furuno, FA170, AIS
- Furuno, JMA 2300 Series, radar display.

Additional equipment found about the wheelhouse:

- Fitted into the aft bulkhead windows, to port and starboard were the following air conditioners:
 - Frigidaire air conditioner
 - GE air conditioner
- Wooden settee fitted across the aft bulkhead.
- Kiddie, FX Series fire alarm panel
- Wooden life jacket rack to starboard aft.
- Smoke alarm on centerline
- Canon, MG3620 pint/copy
- 10lb., ABC fire extinguisher located to starboard just aft the door. Dated 1/23

The operating console appeared to be fitted with sufficient controls and monitoring gauges to provide for safe operation of the vessel.

WHEELHOUSE DECK

Exterior:

The entire wheelhouse deck was enclosed by a red painted, , double-tier, 1 ¼" pipe handrailing. A gray painted steel deck, extended across the forward portion, after portion, and sides of the wheelhouse deck. The wheelhouse superstructure was coated with gloss white. A stairway which lead down to the second deck, fitted with seven, steel safety thread steps, and a grab bar on each side of the stairwell to port aft of the wheelhouse deck. Mounted on the handrailing to port and starboard, was one ring buoy with SM-2 buoy light and heaving line.

Interior:

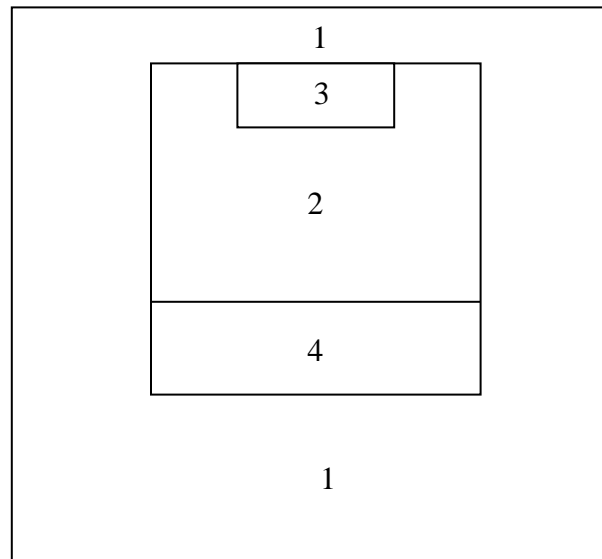
The wheelhouse overhead was sheathed with white marlite panels, the bulkheads were sheathed rough cut 1" x 8" planking and the deck was sheathed with rubber tiles. Wood trim was fitted on the overhead, bulkheads, base boards, and around all doors and windows. Fluorescent light fixtures provided illumination throughout the wheelhouse, with red incandescent fixtures for night usage.

The bulkheads were fitted with aluminum framed, rubber set, sliding or fixed windows and a metal, non-watertight door with sealed window in the port and starboard bulkheads.

General conditions about the wheelhouse deck were:

The wheelhouse deck exterior and interior were found to be in generally fair condition with exception to rust and rust blisters under the rubber gaskets and aluminum frames of all windows.

WHEELHOUSE DECK DIAGRAM



1	Deck	3	Console
2	Wheelhouse	4	Settee

SECOND DECK

The second deck was originally the crew quarters with adjoining head. At some point, everything with exception to the adjoining head was stripped out and the area was turned into a break/storage area.

Exterior

The superstructure contained random distortions and indentions 0 – ½” with no one area worthy of mention.

The deck plates contained random distortions and indentions 0 – ½” with no one area worthy of mention.

The perimeter of the second deck was enclosed by a double-tier, 1 ¼” pipe handrailing. A gray painted steel deck extended across the forward portion, after portion, and sides of the second deck. The second deck superstructure was coated with gloss white paint. Located forward on centerline of the second deck, was a stairway which lead down to the starboard side of the main deck and was fitted with a single-tier, 1 ¼” handrailing to each side. The opening in the deck was enclosed by a double-tier, 1 ¼” handrailing.

The bulkheads were fitted with aluminum framed, rubber set, sliding or fixed windows and a metal, non-watertight door upper sealed window in the port bulkhead.

Extending out from the forward portion of the second deck to the port and starboard pushknees was a steel grating rigging deck enclosed on each side double-tier, chain guard.

A storage space was built into the superstructure to aft and access by a metal non-watertight door with sealed window to starboard aft.

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The main engine and generator exhaust extended up through the 2nd deck roof. A white painted exhaust housing was fitted on centerline just aft the superstructure and fitted with an exhaust blower. A mushroom style blower was fitted to port forward of the engine room access hatch. The exhaust housing sat on a engine room access hatch.

Located on the aft deck was the following equipment:

- Metal, Justrite, flammable locker, 30gal.
- Spill Kitt
- Cart mounted 100lb., CO², fire extinguisher. Date 1/23
- 10LB., ABC Fire extinguisher, aft bulkhead to starboard. Date 1/23

Interior

The 2nd deck crew lounge overhead was sheathed by corrugated tin, the bulkheads were sheathed by 1" x 8" wooden panels and the deck was painted gray. Wood trim was fitted around all windows and doors. Fluorescent light fixtures provided illumination throughout the area. Wood trim was noted on the bulkheads, around all windows and doors with rubber kick pads at the base of the bulkheads.

The crew lounge was fitted with the following:

- Small woken counter
- GE air conditioner to starboard aft
- General alarm
- 15 lb, ABC fire extinguisher to port forward. Date 1/23

The adjoining head interior was sheathed with white painted panels on the overhead and bulkheads, and the deck was painted gray. Fluorescent light fixtures provided illumination throughout the area. Wood trim was noted on the bulkheads, around all windows and doors with rubber kick pads at the base of the bulkheads.

The access door were noted to be wooden.

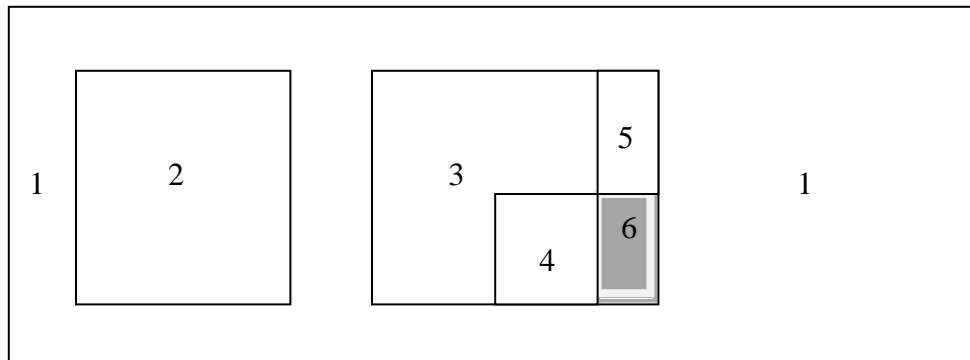
The adjoining head consisted of the following fitting and/or furnishing:

- Porcelain toilet
- Bulkhead mounted porcelain sink
- Toilet paper holder

General conditions about the second deck were:

The second deck exterior and interior were found to be in generally good condition with exception to water stains on the bulkhead sheathing to forward, the wooden door to the head coming apart, wood trim around the door in the port bulkhead rotten at the base. The second deck interior was clean with good housekeeping.

SECOND DECK DIAGRAM



1	Deck	4	Head
2	Rigging Deck	5	Storage
3	Crew Lounge	6	Stairs

MAIN DECK

Main Deck Exterior

The main deck superstructure was coated with gloss white paint with the deck painted gray.

The superstructure contained random distortions and indentions 0 – ½” with no one area worthy of mention.

The deck plates contained random distortions and indentions 0 – ¾” with no one area worthy of mention.

The bulkheads were fitted with fitted, rubber gasket, aluminum framed, sliding windows, and two-dog, watertight metal doors.

The main work deck areas were generally clean, uncluttered, and free of trip hazards. The main deck was enclosed by a single-tier chain guard suspended from the second deck along the port and starboard sides and suspended between 2” pipe stanchions along the stern end.

All exterior stairways were constructed with outboard handrails and steel grating, safety-tread steps.

Deck fittings consisted of two, rubber-faced towknees, 7’6” x 6’ x 2’ wide, electric deck winches, and a sufficient number of chocks, cavels, buttons, and bits.

Located on the bow deck were port and starboard electric winches with an H-Bitt fitted forward on centerline.

Main Deck Interior

Located at the extreme forward of the main deck superstructure was the deck locker area.

The interior was sheathed on the overhead and bulkheads with white painted wood panels, and the floor was painted gray.

The following equipment was found about the area:

- Wooden work bench spanning the width of the forward bulkhead.
- Wooden cabinets and shelves spanning the forward bulkhead above the work bench.
- ABC Fire extinguisher on the starboard bulkhead to forward.

Located at the extreme aft of the superstructure was the mess / galley.

The galley / mess overhead was sheathed by corrugated tin, the bulkheads were sheathed by 1" x 8" wooden panels and the deck was painted gray. Wood trim was fitted around all windows and doors. Fluorescent light fixtures provided illumination throughout the area. Wood trim was noted on the bulkheads, around all windows and doors with wooden base of the bulkheads.

The following fitting / furnishing were found about the mess / galley area:

- Pedestal mounted wooden table.
- L-Shaped, wooden settee.
- Estate, refrigerator/freezer
- Stainless-steel, Panasonic microwave
- Wooden counter with formica top and stainless-steel double sink.
- Dry stores / pantry starboard aft
- Smoke alarm
- General alarm
- Emergency lights
- ABC Fire extinguisher to port forward. **Date 1/23**
- Frigidaire air conditioner unit fitted in aft window to port.

The main deck exterior and interior were found to be in generally good condition with housekeeping about the areas to be in good order.

Deck Equipment and Fittings

The main work deck, second deck and third deck areas were generally clean, uncluttered, and free of trip hazards.

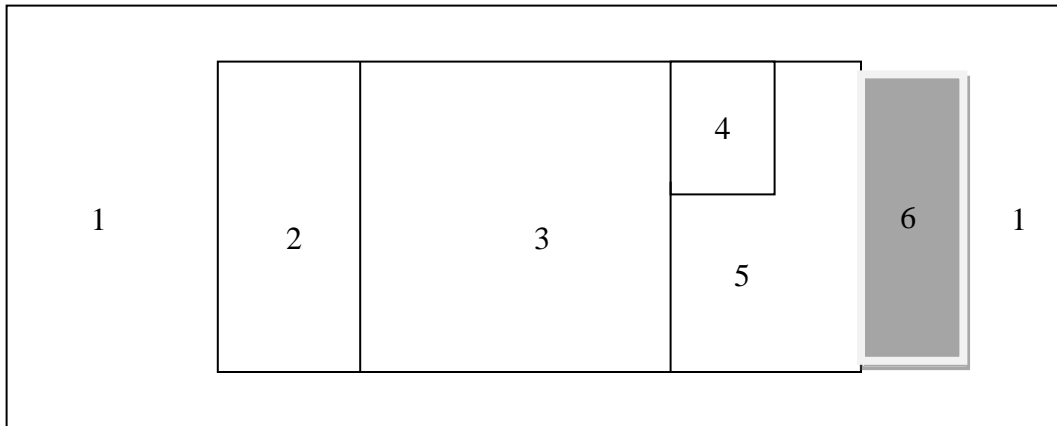
All exterior stairways were constructed with outboard handrails and expanded metal, safety-tread steps.

Deck fittings consisted of rubber-faced towknees, electric deck winches, and a sufficient number of chocks, cavels, buttons and bits.

The steering was protected by a raised, steel grating guard/platform set on top of a solid bulwark.

Access to the upper engine room was through wooden doors fitted in the forward and aft bulkheads of the deck locker and mess / galley areas and through two-dog, watertight metal doors in the port and starboard bulkheads.

MAIN DECK DIAGRAM



1	Deck	4	Head
2	Deck Locker	5	Mess / Galley
3	Engine Room	6	Grating Over Steering

UPPER ENGINE ROOM

The overhead and bulkheads exposed steel were painted with the exposed steel deck painted gray.

Fitted to forward and aft for full width were steel decks with a longitudinal steel deck on centerline. The areas above the main engines were enclosed by a double-tier, 1 ¼” handrailing with the stairway leading to the lower ending to forward and port of centerline.

The upper engine room was fitted and equipped with the following:

- 120/208Volt distribution panels
- Switch board
- Vanguard 30gal water heater
- Main engine and generator expansion tanks
- One 15# ABC dry chemical fire extinguisher to port forward, dated 1/23
- One 15# ABC dry chemical fire extinguisher to starboard forward, dated 1/23
- One 15# ABC dry chemical fire extinguisher to centerline aft, dated 1/23
- Ahead sewage treatment system

Located to starboard aft and through a metal skin door was an old head converted to storage. The overhead was painted white, the bulkheads and deck were painted primer red. The area was fitted with the following:

- Steel shower stall
- Bulkhead mounted porcelain sink

LOWER ENGINE ROOM

Located at midship and accessed via a stairway in the upper engine room was the lower engine room. The overhead exposed steel was painted white, the bulkheads exposed steel in the lower engine room were coated with primer red, and the steel diamond plate deck was painted gray.

The following equipment was found about the lower engine room:

- Hydraulic tank 18" x 18" x 30" for the steering system powered by a 7.5-horsepower electric motor
- Country Line potable water pressurize tank and 1-horsepower electric motor.
- Bilge pump powered by a 2-horsepower electric motor.
- Metal work bench on centerline to aft
- Lube oil tank, 5' x 30" x 38" located aft the workbench.
- Port and starboard Chinook, K-30, air compressors powered by a 5-horsepower electric motors.
- Two, air receivers

Located to port and starboard of the lower engine room were the main engines:

Caterpillar, 3406B diesel engines.

Port s/n: 4TB03662
Starboard s/n: 4TB03684

Accumulated hours on the main engines as provided by the crew were as follows:

Port Hours: UNKNOWN at time of attendance
Starboard Hours: UNKNOWN at time of attendance

The main engines were air started and keel cooled and coupled to Twin Disc model MG 514 reverse/reduction gears with ratios of 3:1. Accumulated hours on the reduction gears since last major overhaul were unknown.

- Port s/n: GSI5045
- Starboard s/n: 3F208A

The generators were located to port and starboard forward of the lower engine room.

- Generator No.1, John Deere, 2.4L diesel engine m/n 4024TF270 2.4L 2721F, s/n PE4024T121870 coupled to 25-kilowatt, MagnPlus A/C Generator, m/n 284CSL1542-1I, s/n 686469 generator which was electric start and keel cooled.
- Generator No.1, John Deere, 2.4L diesel engine m/n 4024TF270 2.4L 2721F, s/n PE4024T121865 coupled to 25-kilowatt, MagnPlus A/C Generator, m/n 284CSL1542-1I, s/n 684706 generator which was electric start and keel cooled.

Accumulated hours on the engines were pulled off the hour meters as follows:

- Port Hours: UNKNOWN at time of attendance
- Starboard Hours: UNKNOWN at time of attendance

The visible wiring, switchboard, breaker boards, switches, fixtures, etc. appeared to be properly installed, grounded and in good order.

The vessel was fitted with all necessary auxiliary pumps and electric motors as needed for safe operation of the vessel.

General conditions noted about the engine room were:

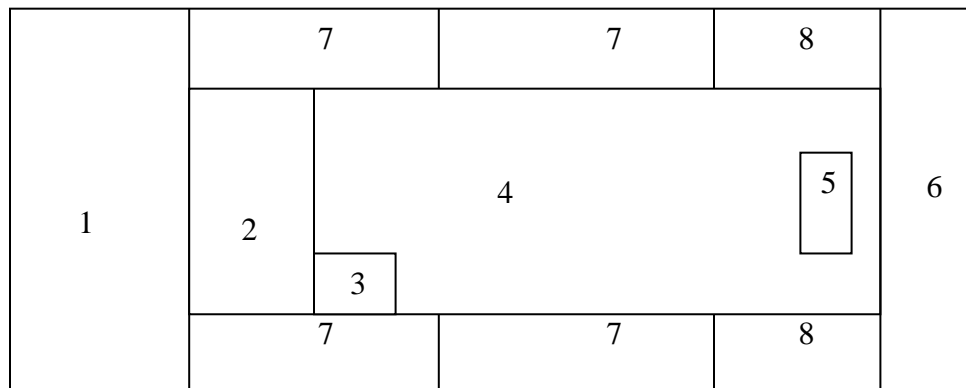
The engine room was found to be in generally fair condition with exception to liquids (water and oils) noted throughout the bilges and about the deck plates, engine mounts, etc. Exhaust soot and an oily film covered the overhead, bulkheads, and decks. The engine room was dirty and housekeeping fair.

HULL

The perimeter of the hull was protected by spaced M&W rubber tire bumpers fitted at deck level.

Hull plates about the vessel exhibited only random scattered indentations of up to 0-3/4” in depth, with no one area worthy of specific mention.

HULL DIAGRAM



1	Forward Peak	5	Lube Oil Tank
2	Potable Water	6	Stern Void
3	Hydraulic Oil / Steering Unit	7	Fuel Tanks
4	Engine Room	8	Port and Starboard Voids

Tank Capacities were reported as follows:

Fuel: 5,000 – 8,000 Gallons
 Potable Water: 3,000 – 7,000 Gallons
 Hydraulic Oil: 25 Gallons
 Lube Oil: 100 Gallons

Underwater Appurtenances consisted of the following:

- Two steering rudders
- Four flanking rudders
- Two propellers

COATING

Paint in way of the hull was found to be approximately 90% intact.

Paint in way of the decks was found to be approximately 97% intact.

Paint in way of the superstructure was found to be approximately 97% intact.

SURVEYOR COMMENTS

During the course of the subject survey, a visual inspection was made of all exterior and interior surfaces. No ultra-sonic or other accurate measurements of hull plate thickness were made by the undersigned.

The vessel’s interior spaces were found to be clean and fairly well kept; the exterior coatings were all in good condition unless otherwise previously noted.

No equipment or machinery was disassembled, or test operated under specific conditions for the purpose of this survey. Except as otherwise detailed previously herein the equipment and machinery aboard the vessel appeared to be and was reported to be in good operating condition.

CONCLUSION

As far as can be determined from a limited internal and external examination, Motor Vessel “Barbara Lynn” appeared to be in generally fair order and fit for its intended service.

EVALUATION ANALYSIS

We have examined the Motor Vessel “Barbara Lynn” that you requested we evaluate for you. The Motor Vessel “Barbara Lynn” was reportedly built in 1963 at St. Louis, MO. Based on a fluctuating market, we believe Fair Market Value can be expressed as follows:

Motor Vessel “Barbara Lynn” - \$115,000.00-\$125,000.00

We were not furnished information concerning the income derived or the expense associated with these barges/vessels. Therefore, our evaluation is predicated on the Cost Basis.

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SUBMITTED WITHOUT PREJUDICE

BUDWINE & ASSOCIATES, INC.

Attending Surveyor:

Mr. Craig G Kimble

Fred O. Budwine / President

CMS/ACMS # 205

Attachments:

- Photos taken during survey