



# BUDWINE AND ASSOCIATES, LLC.

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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](mailto:rmburchfield@gmail.com)

RE:    CONDITION AND VALUE SURVEY  
      M/V "BUD MAC"  
      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 "BUD MAC" 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 "BUD MAC" 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 "BUD MAC" was inspected while moored at the work dock, empty and afloat as far as possible and as required.

**DESCRIPTION OF VESSEL**

**MOTOR VESSEL "BUD MAC"**

The vessel was found to be an all steel, welded twin screw, diesel powered, triple deck, river type towboat, built in 1959 by Nashville Bridge Company in Nashville, TN. It was powered by Caterpillar D-337F diesel engines, which developed a total of 365 horsepower through Twin Disc MG 512 reverse/reduction gears with ratios of 4.4:1. Approximate hull dimensions were 50'.0 x 20.1' x 6.2'.

**CONDITIONS ABOUT THE WORK MOTOR VESSEL "BUD MAC" WAS NOTED AS FOLLOWS:**

Upon examination, the following developed:

Vessel Name:	BUD MAC
Official No.:	279101
Hull No.:	N/A
Built:	1959
Built At:	Nashville Bridge
Built In:	Nashville, TN.
Issue Date:	N/A
Expiration Date:	N/A
Hull Material:	Steel
Length:	50.0'
Breadth:	20.1'
Depth:	6.2'
GRT:	50
NRT:	34
Horsepower:	365
Owners:	RMB Marine Services, LLC
Historical Vessel Names:	N/A

**United States Coast Guard Certificate of Inspection**

Certificate Issued:	N/A
Certificate Expires:	N/A

### **GENERAL CONDITION SURVEY**

The "BUD MAC" was completely gutted from the wheelhouse to the main deck. All exterior and interior wooden doors were rotted and / or heavily deteriorated. There was trash and debris in all areas from the wheelhouse, crew quarters, and galley / mess.

Waste holes, rust, scale was noted about the superstructure from the wheelhouse to the main deck.

The "BUD MAC" is in extremely poor condition interior and exterior.

### **LOWER ENGINE ROOM**

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

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

Caterpillar, D-337F diesel engines.

Port s/n:	N/A
Starboard s/n:	N/A

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 512 reverse/reduction gears with ratios of 4.4:1. Accumulated hours on the reduction gears since last major overhaul were unknown.

- Port s/n: 375306
- Starboard s/n: 64492

The generator were located to to aft on centerline of the lower engine room.

- Generator, Detroit Diesel, 3045C diesel engine m/n coupled to 30-kilowatt, Dalco A/C Generator, m/n Y1-496, generator which was electric start and keel cooled.

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

- Hours: UNKNOWN at time of attendance

The visible wiring, switchboard, breaker boards, switches, fixtures, etc. appeared to be IN POOR CONDITION.

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General conditions noted about the engine room were:

The engine room was found to be in extreme poor condition, dirty, the bilges contained approximately 18" of oily water, the deck plates were covered with oily bilge, exhaust soot and an oily film covered the overhead, bulkheads, and decks. The engine room was dirty and housekeeping extremely poor.

### **HULL**

Hull plates about the vessel exhibited only random scattered indentations of up to 0-2" in depth, with no one area worthy of specific mention.

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 70% intact.

Paint in way of the decks was found to be approximately 80% intact.

Paint in way of the superstructure was found to be approximately 70% 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 dirty and poorly kept; the exterior coatings were all in poor 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 "Bud Mac" appeared to be in poor order and "NOT" fit for its intended service.

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**EVALUATION ANALYSIS**

We have examined the Motor Vessel "Bud Mac" that you requested we evaluate for you. The Motor Vessel "Bud Mac" was reportedly built in 1959 at Nashville, TN. Based on a fluctuating market, we believe Fair Market Value can be expressed as follows:

Motor Vessel "Bud Mac" - \$10,000.00-\$15,000.00

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.

SUBMITTED WITHOUT PREJUDICE

BUDWINE & ASSOCIATES, INC.

**Attending Surveyor:**

Mr. Craig G Kimble

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Fred O. Budwine / President  
CMS/ACMS # 205

**Attachments:**

- Photos taken during survey