



# 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 36630

ATTN: Mr. Mark Burchfield  
[rmburchfield@gmail.com](mailto:rmburchfield@gmail.com)

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

**DESCRIPTION OF VESSEL**

**MOTOR VESSEL "RUTH E"**

The M/V "Ruth E" was found to be an all steel, welded, twin screw, diesel powered, double deck, with a raised wheelhouse, river type towboat built by Humboldt Boat Services in St. Louis, MO., in 1960. It was powered by Cummins NTA855-M diesel engines, which developed a total of 650 horsepower through Twin Disc MG 509 reverse/reduction gears with ratios of 2.95:1 Approximate hull dimensions were 25.7' x 15.7' x 6.0'.

**CONDITIONS ABOUT THE WORK MOTOR VESSEL "Ruth E" WAS NOTED AS FOLLOWS:**

Upon examination, the following developed:

**Certificate of Documentation**

|                          |                          |
|--------------------------|--------------------------|
| Vessel Name:             | RUTH E                   |
| Official No.:            | 284399                   |
| Hull No.:                | N/A                      |
| Built:                   | 1960                     |
| Built At:                | Humboldt Boat Services   |
| Built In:                | St. Louis, MO.           |
| Issue Date:              | December 5, 2022         |
| Expiration Date:         | December 31, 2023        |
| Hull Material:           | Steel                    |
| Length:                  | 46.1'                    |
| Breadth:                 | 17.8'                    |
| Depth:                   | 4.8'                     |
| GRT:                     | 39                       |
| NRT:                     | 26                       |
| Horsepower:              | 650                      |
| Owners:                  | RMB Marine Services, LLC |
| Historical Vessel Names: | RUTH E                   |

**United States Coast Guard Certificate of Inspection**

|                      |                  |
|----------------------|------------------|
| Certificate Issued:  | December 7, 2022 |
| Certificate Expires: | December 7, 2027 |

## **GENERAL CONDITION SURVEY**

### **NAVIGATION EQUIPMENT**

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

#### **WHEELHOUSE TOP DECK**

The perimeter of the wheelhouse top deck was fitted with a 22" visor. The wheelhouse top deck was coated with white paint.

Forward to port was a 12" searchlight with an ONGARD A-27 double trumpet air horn located on the sun visor to forward on centerline with port and starboard led spotlights mounted on the sun visor.

Located to starboard forward was a Furuno radar scanner m/n RSB-0070-059A, s/n R211-5941

The navigation light mast was located aft on centerline and was equipped with United States Coast Guard required navigation lights. The port and starboard side light screens were each outfitted with Aqua Signal side light markers.

Antennas of various functions were mounted throughout the perimeter of the wheelhouse upper deck.

The wheelhouse upper deck was found to be fair well coated with all navigation and communication equipment appearing to be fairly well maintained in an operable manner.

#### **Exceptions**

Rust was noted to be bleeding through the paint mainly at the stanchions, searchlight, and light shields.

#### **WHEELHOUSE DECK EXTERIOR**

The aft wheelhouse deck was enclosed by a double-tier, 1 ¼" pipe handrailing. A steel diamond plate deck extended across the along the starboard side and after portion of the wheelhouse deck with a seven-safety tread step stairway leading from the starboard side deck to the aft deck. A thirteen steel grating step stairwell lead from the aft wheelhouse deck to port down to the main deck to port forward and fitted with an outboard single tier, 1 ¼" pipe handrailing. The wheelhouse superstructure was coated with gloss white paint and the deck was painted gray.

#### **WHEELHOUSE INTERIOR**

The wheelhouse overhead, and bulkheads were sheathed with white FRP panels, and the floor was sheathed with laminated wood. Fluorescent lighting provided illumination throughout the wheelhouse interior.

The forward wheelhouse bulkhead was fitted with one large, aluminum framed, rubber gasket mounted, sliding, window, the port and starboard bulkheads were fitted with one large, aluminum framed, rubber gasket mounted, sliding window, and the after bulkhead was fitted with one large, aluminum framed, rubber gasket, sliding window and a weathertight, metal skin door with an upper, rubber set, fixed window for access to the exterior wheelhouse deck.

A wood framed with black leatherette cushions was fitted across the aft bulkhead.

A metal with white FRP panel facade' navigation/control console was located in the forward portion of the wheelhouse. The following navigation equipment was noted to be mounted in or on the console from port to starboard:

- Furuno, FA1702, AIS
- Port and starboard winch controls
- Port and starboard steering levers
- Main engines control
- General alarm
- Horn button
- IDEC, port, and starboard main engine digital control/alarm panel
- Metal cabinet with the following controls
  - Port and starboard main engine start/stop controls.
  - Deck lights panel
  - Cabin lights panel
  - Navigational lights panel
  - Compass light
- Furuno, 1842 radar display.

Located on the face:

- Port and starboard control with handheld controls for spotlights

Located on the overhead:

- Port and starboard, Standard Horizon GX1400, VHF radios
- Searchlight dropdown control
- Wooden lifejacket rack to aft

Located on the starboard bulkhead to aft:

- Kidde FX Series fire alarm panel

Located on the port bulkhead to forward:

- Koldfront bulkhead mounted air conditioner
- 10lb ABC fire extinguisher, **dated 8/22**

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

## **SECOND DECK / ENGINE ROOM TOP DECK**

The second deck/engine room roof extended up from the main deck 34" and was fitted with red painted port and starboard exhaust houses aft, and a hatch cover over the engine room access opening on centerline.

## **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 a weathertight metal door.

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

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

Deck fittings consisted of two, rubber-faced towknees, 9'6" x 2' x 6'9" wide fitted with safe thread steps and single tier handrailing to each side, electric deck winches, and a sufficient number of chocks, cavels, buttons, and bits.

A steel grating walkway extended from the starboard pushknee to the steel grating deck along the starboard side of the superstructure leading to the wheelhouse. Double-tier handrailing enclosed the walkway.

Located on the bow deck were port and starboard electric winches with a 48" cavel fitted forward on centerline.

An external 2" Fire Pump, Duromax, was set on the starboard side against the superstructure to forward powered by a 7-horsepower gas motor complete with hose and nozzle.

## **DECK LOCKER / STORAGE**

The main deck locker / storage area exposed steel overhead and bulkheads were painted white, and the floor was painted gray. Fluorescent lighting provided illumination throughout the interior.

The following was found about the deck locker / storage area.

- Wooden work bench
- Switch board with IDEC digital alarm panel (new)
- Distribution panel (new)
- Port and starboard winch control boxes (new)

Access to the engine room was through a wooden residential type of door in the aft bulkhead.

### **DECK EQUIPMENT and FITTINGS**

The main work deck and second deck areas were generally clean, uncluttered, and free of trip hazards. A double-tier chain guard suspended between 2" pipe stanchions enclosed the port and starboard sides of the main deck.

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

### **ENGINE ROOM**

The engine room exposed overhead, and bulkheads were painted white and the steel, diamond plate bilge plates were painted gray.

Main Engines: Cummins NTA855-M diesel engines, to port and starboard

The main engines were electric started, keel cooled and coupled to Twin Disc MG 509 reverse/reduction gears with ratios of 2.95:1.

Port ME Hours: unknown  
Starboard ME Hours: unknown

Located aft on centerline of the engine room was the generator:

The generator was:

125 Kw, Delco AC generator, powered by 217 Detroit Diesel engine.

Generator Hours: unknown (It was reported that the Generator engine was rebuilt within the last year)

The generator was electric started and keel cooled.

The visible wiring, switchboard, breaker boards, switches, fixtures, etc. appeared to be properly installed, grounded, and in good order with no apparent exceptions.

**NOTE:** It was reported that all wiring, switch boxes, and distribution panel is newly installed.

The following equipment was found in the engine room:

- Hydraulic tank for steering system, primary pumps runs off the port main engine with the secondary being powered by a 7.5 horsepower electric motor.
- Emergency lights
- General alarm
- 10 lb ABC fire extinguisher, dated 8/22

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.

Underwater Appurtenances consisted of the following:

- Two propellers
- Two steering rudders
- Four flanking rudders

**Tank Capacities** were reported as follows:

Fuel: 2,000 – 3,000 Gallons

### **SAFETY, LIFESAVING & FIREFIGHTING**

A visual examination of the interior and exterior areas indicated an adequate number of portable dry chemical and ABC fire extinguishers, charged, unless otherwise noted herein.

A properly stowed life ring with heaving line was noted on the aft bulkhead of the second deck superstructure.

The vessel appeared to be in good condition.

### **HULL**

An internal examination of the visible hull plates associated framing, bulkheads and the above deck superstructure areas indicated that the vessel was suitably constructed for its intended service.

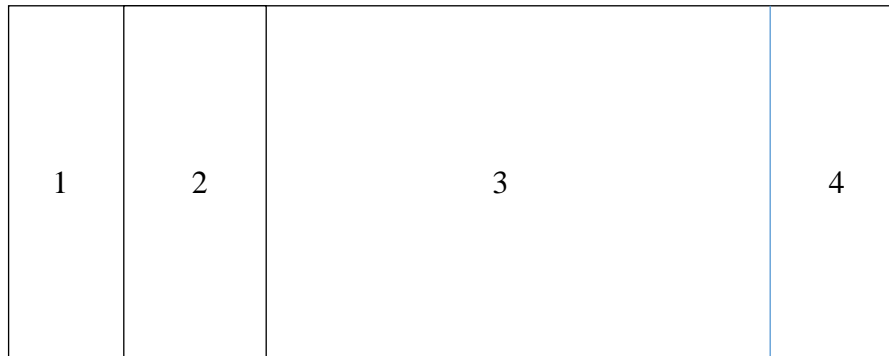
The visible exterior hull plates and rub rails showed only random scattered indentations of up to 1" in depth with no one area worthy of specific mention.

The port and starboards sides of the hull were protected by rubber tires hanging from chains.

**NOTE:** The tires were noted to be torn and in various stages of deterioration.

The hull coating was in good condition and 95% intact.

**HULL DIAGRAM**



|   |              |   |             |
|---|--------------|---|-------------|
| 1 | Forward Peak | 3 | Engine Room |
| 2 | Forward Fuel | 4 | Void        |

**SURVEYOR COMMENTS**

The M/V "Ruth E" was found to be in good condition and well suited for its intended service as a workboat.

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 well kept, the exterior coatings were all in good condition, except where 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 "Ruth E" appeared to be in generally fair order and fit for its intended service.

**EVALUATION ANALYSIS**

We have examined the Motor Vessel "Ruth E" that you requested we evaluate for you. The Motor Vessel "Ruth E" was reportedly built in 1960 at St. Louis, MO. Based on a fluctuating market, we believe Fair Market Value can be expressed as follows:

Motor Vessel "Ruth E" - \$60,000.00-\$65,000.00

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.



Re: M/V "Ruth E"  
C&V Survey  
Job No. 2024- 01003  
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SUBMITTED WITHOUT PREJUDICE

**Attending Surveyor:**  
Mr. Craig G Kimble

BUDWINE & ASSOCIATES, INC.

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Fred O. Budwine / President  
CMS/ACMS # 205

**Attachments:**  
- Photos taken during survey