



LR Marine Consulting, LLC

"Over 30 years of Marine Industry Experience"

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May 17, 2026

Inspection - Ascertain
Condition and Valuation Survey
for Pre-Purchase Only
as of
May 12, 2026

SURVEY REPORT NO.

DROP SPUD BARGE ‘

THIS IS TO CERTIFY that on May 12, 2026, the unnamed attending Marine Surveyors performed a Condition and Valuation Survey on the spud barge, “ ”, on behalf and for the account of “ ” – (owners), while the subject spud barge was lying afloat and moored at the facilities of “ ” in order to ascertain the general condition and valuation of this spud barge for Pre-Purchase purposes only.

Note: All sizes, measurements, distances, et cetera, mentioned herein are approximate.

ATTENDEES:

James Bailey, Jr. – LRM Marine Surveyor
Luke Felterman – LRM Marine Surveyor

Note: All sizes, measurements, distances, et cetera, mentioned herein are approximate.

BRIEF DESCRIPTION:

This spud barge was built of all welded steel constructed during 1967.

- builder and location constructed were unknown at the time of survey.

Registered dimensions: Length – 120.0’, Breadth – 30.0’, Depth – 7.5’.

This spud barge is protected by four (4) 38” airplane tires, located on both port and starboard sides.

Access to each internal compartment is made through 18” flush mount type manhole fitted with a stainless-steel T-bolt.

Weather conditions at the time of this survey:

- mostly sunny and a temperature of 68° F.

Spud barge was moored:

- bow facing North towards open water.
- port side facing West towards open water.
- starboard side facing East towards open water.
- stern facing South secured to the pier.

Spud barge has a flat deck, a raked bow, and a raked stern with a total of six (6) compartments identified as:

- bow rake compartment:
 - one (1) common
- main body compartments:
 - two (2) port
 - two (2) starboard
- stern rake compartments:
 - one (1) common

DECK FITTINGS CONSIST OF THE FOLLOWING:

- all deck fittings are in fair condition.
- one (1) 10" steel double bitt is located on each corner of this barge's hull.
- eight (8) 37" keels are arranged as follows:
 - one (1) on the bow centerline.
 - three (3) on the port side.
 - four (4) on the starboard side.

CERTIFICATES/DOCUMENTS:

This spud barge had no certificates and/or documents located onboard at the time of this survey.

EXTERNAL CONDITION:

General:

- the hull has a black epoxy coating that is in poor condition.
- the deck has a grey epoxy coating that is in fair to poor condition.

BOW RAKE AND HEADLOG:

- bow rake plating was difficult to sight due to the moored position at the time of survey; however, internals were sighted.
 - headlog plating was sighted from the deck.
- headlog plating contains numerous 0 – ¾" indents throughout.
- headlog plating contains moderate pitting, scrapes, and rust/scale throughout.
- headlog plating contains moderate washboarding throughout.
 - internal framing outlined in way.
- port and starboard corner wrappers and rake knuckles contain mild to moderate distortions throughout.
- headlog plating set in 0 – 2" over an area of 10" x 5", located 3' to port of centerline.

STARBOARD SIDE:

- side plating contains numerous random 0 – ¾" indents throughout.
- side plating contains moderate washboarding, pitting, scrapes and rust/scale throughout.
- side plating set in 0 – 2" over an area of 3' x its full height, located 3' aft of the bow double bitts.
 - deck plating and deck gunnel affected in way.
- side plating set in 0 – 3" over an area of 18' x its full height, located 5' aft of the bow double bitts, extending aft.
 - deck plating and deck gunnel affected in way.
- side plating set in 0 – 2" over an area of 4' x 3', located in way of tire number 3.
 - deck plating and deck gunnel affected in way.
- side plating set in 0 – 3" over an area of 5' x its full height, located 3' aft of kevel number 3.
 - deck plating and deck gunnel affected in way.
- side plating set in 0 – 2" over an area of 3' x its full height, located 8' forward of kevel number 4.
- side plating set in sharp 0 – 3" over an area of 2' x 1', located just aft of kevel number 4.
 - deck plating and deck gunnel affected in way.

STARBOARD SIDE: (continued)

- side plating set in 0 – 3" over an area of 6' x 3', located in way of the stern rake compartment manhole.
- side plating set in 0 – 3" over an area of 5' x its full height, located in way of the stern double bitts.

STERN RAKE AND STERNLOG:

- stern rake and sternlog plating were difficult to sight due to the barge ramp and vegetation at the time of survey; however, internals were sighted.
- sternlog plating, where sighted, contains random 0 – 3/4" indents throughout.
- sternlog plating, where sighted, contains moderate washboarding, pitting, rust/scale, and scrapes throughout.

PORT SIDE:

- side plating contains random 0 – 3/4" indents throughout.
- side plating contains moderate washboarding, pitting, rust/scale, and scrapes throughout.
- side plating set in 0 – 1" over an area of 8" x 5", located in way of port number 1 main compartment manhole.
 - deck plating and deck gunnel affected in way.
- side plating set in 0 – 1" over an area 4' x 3', located 3' aft of the port number 1 main compartment manhole.
- side plating set in 0 – 2" over an area of 5' x 3', located in way of kevel number 1.
- side plating set in 0 – 2" over an area of 6' x 4', located 10' aft of kevel number 1.
- side plating set in 0 – 2" over an area of 6' x its full height, located in way of the port number 2 main compartment manhole.
- side plating set in 0 – 1" over an area of 3' x 3', located in way of kevel number 2.
- side plating set in 0 – 1" over an area of 5' x 2', located 5' aft of kevel number 2.

PORT SIDE: (continued)

- side plating set in 0 – 3” over an area of 12” x 5”, located 8’ aft of kevel number 2.
 - deck plating and deck gunnel affected in way.
- side plating set in 0 – 4” over an area of 6’ x 4’, located 6’ forward of kevel number 3.
- side plating set in 0 – 2” over an area of 5’ x 3’, located in way of kevel number 3.
- side plating set in 0 – 3” over an area of 6’ x its full height, located 4’ aft of kevel number 3.
 - deck plating and deck gunnel affected in way.

SPUDS AND SPUD WELLS:

- spud and spud wells:
 - spud wells are located on both port and starboard sides of the stern.
 - spud well dimensions: 18” x 7’
 - spud wells are in fair to good condition.
 - spud dimensions: 16” x approximately 25’
 - drop spud was in the “down” position at the time of survey.

GENERAL CONDITION OF DECK AND OTHER INFORMATION:

- deck plating contains moderate washboarding, pitting, scrapes, and rust/scale throughout.
- deck plating contains numerous doublers, gouges, weld remnants, and weld scars throughout.
- deck plating contains numerous lengths of rope lying adrift.
- kevels:
 - starboard No. 1 is mildly bowed inboard.
 - starboard No. 2 is mildly bowed outboard.
 - starboard No. 3 has its aft horn mildly set down.

INTERNAL CONDITION:

1. An accurate assessment of the barge's internal bottom condition is precluded in compartments which contained water and/or muck.
2. Major transverse frames/trusses are numbered from forward to aft, beginning with the forward truss in each compartment.
3. All horizontal strength members, such as side longitudinals and bulkhead stiffeners, are numbered from top to bottom.
4. Bottom longitudinals, deck longitudinals, and transverse bulkhead stiffeners are numbered from port to Starboard in each compartment.
5. Internal deficiencies are described as follows:

Light or mild = 0 to 1"

Moderate = 1" to 2"

Heavy = over 2"

Normal "Wear and Tear" as defined by Marine Surveyor:

- Damage not exceeding 0 to $\frac{3}{4}$ " to deck plating and internals not affected is considered normal wear and tear. This would include light drag marks and crease type indents. In areas where the coating is removed as a result of above, necessary blasting and coating of these areas may be required and will be described in this report.
- Damage in small isolated not exceeding 0 to 1" in the side shell and/or bottom plating not affecting internals will be to be considered normal wear and tear.
- Damage to internal framing not exceeding $\frac{3}{4}$ " to 1" distortion is considered normal wear and tear when a small isolated area is affected. An area set down or set in 0 to 1" over a 10' x 10' area with internals affected would likely require repair or at least a partial payment for renewals as regulatory agencies would still not require renewal of same.

Definition of **water**:

(as it relates to water tested by Marine Surveyor in internal tanks):

- **Freshwater** is defined in this report as:
 - less than 10 PPT when tested by a hydrometer
 - source examples: potable, municipal, bayou or river.
- **Brackish water** is defined in this report as:
 - between 11-24 PPT when tested by a hydrometer
 - source examples: river, bay or coastal areas.
- **Saltwater** is defined in this report as:
 - OVER 25 ppt when tested by a hydrometer
 - source examples: coastal areas and or sea water.

Definition of **Sediment**:

(as it relates to sediment observed by Marine Surveyor inside tanks):

- **“Traces”** defined as sediment with an immeasurable amount of less than 1/8” thick and it is found widely scattered throughout or randomly in an internal tank or space.
- **“Mild”** defined as sediment with a measurable amount of material between 1/4”- 1” thick and it is found widely scattered throughout or randomly in an internal tank or space.
- **“Heavy”** defined as sediment encountered during a survey which is more than 1” thick. This will be described as an estimated measured amount.

Definition of **Debris**:

(as it relates to items observed during a survey by Marine Surveyors inside tanks):

- The term debris:
 - **foreign matter** (examples: soda cans, ladders, pieces of wood)
 - **scale** (examples: rust scale, water scale)

GENERAL:

- compartments have *Compound H* coating which is in fair condition
- manhole covers, gaskets, and strongbacks are in good condition.
- compartments contain surface rust, rust/scale, and piping system throughout.

NOTE: INTERNALS ARE INSPECTED FROM THE BOW THEN PROCEEDING AFT:

BOW RAKE COMPARTMENT:

- compartment contains 2" of water.
- salinity level is 0 ppt.
- compartment contains mild amounts of silt/mud
- compartment contains moderate rust/scale throughout.
- coating is 35% intact.
- rake plating contains moderate distortions throughout.
- port forward corner bracket moderately distorted.
- forward horizontal stiffener moderately distorted throughout.
- port vertical stiffener number 1 moderately bowed.
- bottom longitudinals mildly bowed throughout.
- port side longitudinal number 1 moderately bowed and contains a fractured weld at vertical chords numbered 1 and 2.
- starboard side longitudinal number 3 contains a broken weld in bay number 2.
- diagonal stiffeners numbered 1 through 3 moderately bowed in bay numbered 2 and 3.
- starboard longitudinals numbered 2 and 3 moderately bowed in bay number 3.
- starboard aft corner brackets numbered 3 and 4 moderately distorted.
- aft bottom brackets numbered 7 through 9 moderately distorted.

PORT NO. 1 COMPARTMENT:

- compartment contains traces of water.
- salinity level is 0 ppt.
- compartment contains moderate amounts of silt/mud, rust/scale, and wastage throughout.
- coating is 10% intact.
- compartment contains a longitudinal swash bulkhead.
- side longitudinal number 4 welded is on with brackets.

STARBOARD NO. 1 COMPARTMENT:

- compartment contains 1" of water.
- salinity level is 0 ppt.
- compartment contains moderate amounts of silt/mud and rust/scale throughout.
- **CAUTION:** compartment is void of an access ladder.
 - surveyor had to climb side longitudinals to sight.
- coating is 50% intact.
- compartment contains a longitudinal swash bulkhead.
- bottom plating contains moderate rust blistering throughout.
- side longitudinals numbered 2 and 3 moderately bowed in bay number 1.
- side longitudinal number 1 moderately bowed in bay number 3.
- side chords numbered 1 and 2 moderately bowed in bay number 4.
- side longitudinals numbered 1 through 4 moderately bowed in the aft bay.

PORT NO. 2 COMPARTMENT:

- compartment contains 4" of water.
- salinity level is 3 ppt.
- compartment contains moderate to heavy amounts of silt/mud.
- coating is 10% intact.
- compartment contains a longitudinal swash bulkhead.
- side longitudinals mildly bowed throughout.
 - side longitudinal number 4 is welded on with brackets.
- bottom longitudinals numbered 1 and 2 contain moderate wastage throughout.
- bottom chords numbered 3 through 5 contain heavy wastage throughout.
- side longitudinals numbered 3 and 4 moderately to heavily bowed in bays numbered 4 and 5.

STARBOARD NO. 2 COMPARTMENT:

- compartment contains 3" of water.
- salinity level is 0 ppt.
- compartment contains mild amounts of silt/mud.
- coating is 50% intact.
- compartment contains a longitudinal swash bulkhead.
- side longitudinals numbered 1 through 3 moderately bowed in bay number 1.
 - corner brackets affected in way.
- vertical chords numbered 1 through 3 moderately distorted and contain broken welds at side longitudinal number 1.
- vertical chords numbered 4 and 5 contain broken welds at all side longitudinals.
- side longitudinals numbered 1 through 4 moderately distorted and bowed at random locations throughout.
 - side longitudinal number 4 is welded on with brackets.
- deck gunnel contains a pinhole, located midway in bay number 4.
- bottom longitudinal number 2 contains a split in the aft bay.

STERN RAKE COMPARTMENT:

- compartment contains 12" of water.
- salinity level is 0 ppt.
- compartment contains moderate amounts of silt/mud and wastage throughout.
- compartment contains heavy rust/scale throughout.
- coating is 40% intact.
- port forward corner bracket number 3 moderately distorted.
- horizontal transverse stiffeners moderately distorted.
- starboard forward corner bracket moderately distorted.
- starboard side longitudinal number 3 moderately wasted at forward corner bracket.
- bottom chord number 1 mildly wasted.
- port side longitudinals numbered 1 through 3 moderately bowed in bay number 1.
- starboard side longitudinal number 1 heavily wasted in bay number 1.
- starboard bottom longitudinal number 1 moderately wasted in bay number 1.
- port side longitudinal number 1 moderately bowed and contains a broken weld at vertical chords numbered 1 and 2 in bay number 2.
 - vertical chord number 1 moderately distorted in way.
- starboard side plating contains four (4) pin holes in bay number 3.

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VALUATION NOTES:

LR Marine holds “no liability” for market variances which can occur within weeks of the final and in some cases a few days. Several factors should be considered upon receipt of your Condition and Valuation report. Such factors include but are not limited to:

- geopolitical or national political decisions,
- acts of war,
- Civil unrest, rioting and other mutinous type actions that may destabilize Western Democracies.
- Global pandemics.
- Dramatic increases or decreases in steel, construction materials and machinery commonly used in the construction of this type asset.

The provided “Condition and Valuation” price(s) are the good faith judgement of the Principal Marine Surveyor and is based on several factors as described and defined on the final report performed and submitted on your behalf. Each Surveyor rendering pricing opinions on behalf of LR Marine Consulting, LLC is licensed in such matters and has no less than ten (10) years’ experience in Condition and Valuation matters.

LR Marine advises that pricing derived from the public domain, trade literature and brokerage publications may not be entirely accurate as to cash amounts changing hands. factors such as bartering and other good and valuable considerations between a buyer and seller may have taken place and not be publicly disclosed. LR Marine does warrant that multiple sources of comparables as well as financial institution data are used in the development of a final valuation.

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VALUATION:

**Estimated Fair Market Value (“AS IS” – “WHERE IS”)
as of May 12, 2026.....\$140,000.00**

A sum of money that a vessel should bring in a competitive and open market under all condition’s requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale where title is passed from seller to buyer under conditions whereby:

1. The buyer and seller are typically motivated.
2. Both parties are well informed and acting in what they consider their own best interest.
3. A reasonable time is allowed for exposure in the open market.

In ascertaining the aforementioned values, consideration was given to the size, dimensions, as well as to the present existing market conditions for similar type vessels.

The *Estimated Fair Market Valuation* was determined by comparing similar type vessels from the following sources:

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- As well as standard USPAP guidelines

Orderly Liquidation Value:

**Estimated orderly liquidation value (“AS IS” - “WHERE IS”)
as of May 12, 2026.....\$105,000.00**

The estimated gross amount the equipment should realize if sold on a negotiated basis, given a reasonable amount of time in which to find a purchaser. The equipment would be offered for sale to a single purchaser in an “AS IS”- “WHERE IS” condition and location, with the buyers assuming the cost to remove.

Also, the equipment would be offered with no guarantee of warranty as to the condition, and with the purchaser’s responsibility for the removal at his/her own risk.

VALUATION: (continued)

Forced Liquidation Value:

**Estimated forced liquidation Value (“AS IS” – “WHERE IS”)
as of May 12, 2026.....\$84,000.00**

The estimated gross amount the equipment should realize if forced to sell usually entails the involuntary sale of assets to create liquidity in the event of an uncontrollable or unforeseen situation. Forced selling is normally carried out in reaction to an economic event, company regulations or legal order.

Replacement Value:

**Estimated Replacement Value
as of May 12, 2026.....\$583,000.00**

The monetary value that would be required to replace this asset considering the size, dimensions, and condition of subject asset, as well as to the present existing market conditions for this type of asset.

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SURVEYOR'S NOTES:

This survey was completed on May 12, 2026, at 0900 hours.

All manhole covers were open and closed by I

This survey represents the good faith opinion of the surveyors only and does not make any representations of fact. It was performed for pre-purchase, insurance underwriting and/or appraisal purposes only, and no warranty of correctness of the surveyors as to the condition, seaworthiness, value, or marketability of subject vessel is either expressed or implied.

The vessel was sighted afloat and visually inspected without testing for tightness, hull gauging, conducting sea trials, operating, other than those items specifically noted in this report. Therefore, deficiencies may exist other than those conditions noted in this report.

The undernamed Marine Surveyors have no present or contemplated future interest in the aforementioned vessel and/or its equipment, and compensation for services has been arranged for on an independent fee basis and is in no way contingent upon the values reported herein.

The undersigned reserves the right to edit, amend, and modify this report as additional information becomes available.

Survey made, signed, and submitted without prejudice to rights and/or interests of whom it may concern.

Marine Surveyors:

James Bailey, Jr.

LR Marine Consulting, LLC

Luke Felterman

Luke Felterman



VIEW OF BOW RAKE AND HEADLOG



VIEW OF PORT SIDE



VIEW OF STARBOARD SIDE



OVERALL VIEW OF DECK LOOKING AFT



OVERALL VIEW OF DECK LOOKING FORWARD



VIEW OF STERN RAKE AND STERNLOG



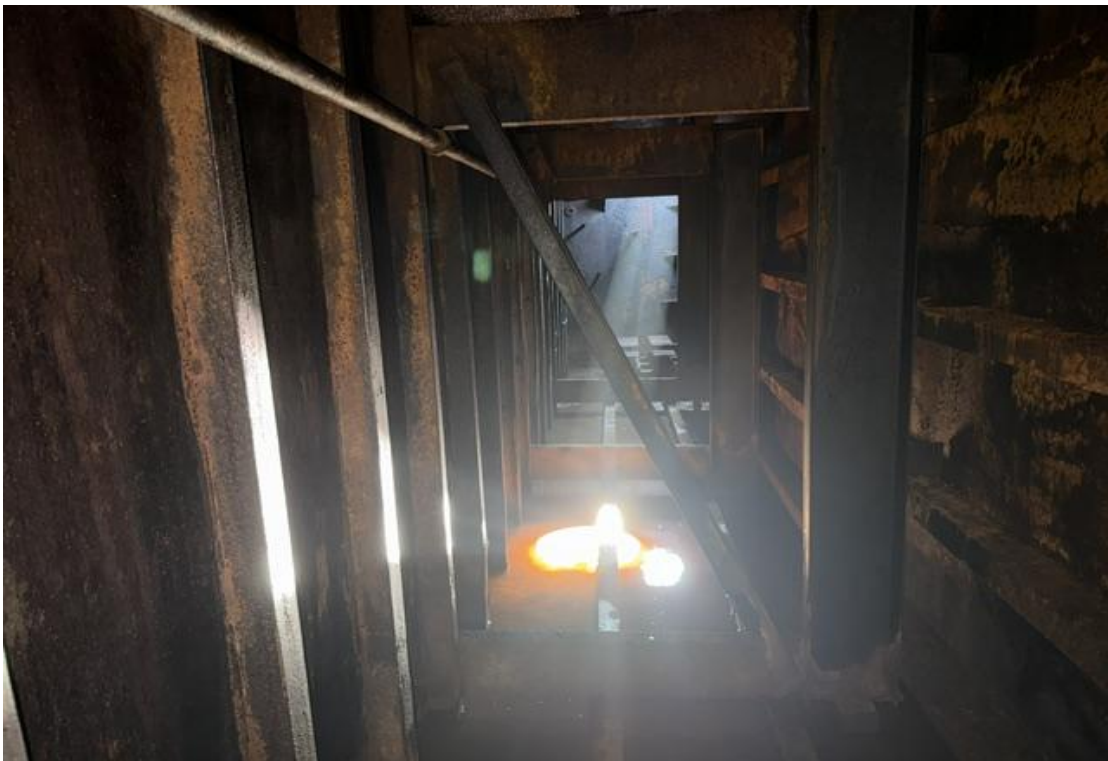
BOW RAKE COMPARTMENT



PORT NO. 1 COMPARTMENT



SIDE LONGITUDIANL NO. 4 WELDED TO BRACKETS NOT PLATING



STARBOARD NO. 1 COMPARTMENT



PORT NO. 2 COMPARTMENT



PORT NO. 2 CONTAINS HEAVY WASTAGE



STARBOARD NO. 2 COMAPRTMENT



STARBOARD NO. 2 COMPARTMENT WITH PIN HOLE



**STARBOARD NO. 2 CONPARTMENT
SIDE LONGITUDINAL WITH BROKEN WELD AT CHORD**



STARBOARD NO. 2 COMPARTMENT BOTTOM LONGITUDINAL SPLIT



STERN RAKE COMPARTMENT



STERN RAKE COMPARTMENT BOTTOM CHORD WITH WASTAGE



STERN RAKE COMPARTMENT BOTTOM LONGITUDINAL WITH WASTAGE



STERN RAKE COMPARTMENT SIDE LONGITUDINAL WITH WASTAGE



**STERN RAKE COMPARTMENT
STARBOARD SIDE PLATING CONTAINS HOLES**