

Compass Marine Inspection Service, llc

Condition and Valuation Survey
as of
September 5, 2025

Survey Report No. 250905.1

BARGE "Miss Darleen"

THIS IS TO CERTIFY that the undersigned attending Marine Surveyor did on September 5, 2025, at the request of Joe, on behalf of and for the account of W. C. Fore Trucking, survey the steel inland flat deck spud barge "Miss Darleen" (W. C. Fore Trucking – owners), while subject vessel was lying afloat in an unladen condition and moored at the facilities of Boh Brothers Construction in New Orleans, LA in order to ascertain the general condition and valuation of the vessel as of September 5, 2025.

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

Marine Surveyors & Consultants
12 Spanish Fort Boulevard
New Orleans, LA 70124
(504) 481-2001

BRIEF DESCRIPTION:

The vessel was built of all welded steel construction by Conrad Industries during 2002.

Dimensions are: 130' x 50' x 7'.

Subject vessel was externally sited from the dock. Boh Brothers Safety prohibited an internal inspection.

The vessel has a flush deck, a square raked bow, a transom stern, and a total of twelve (12) compartments, consisting of one (1) bow rake compartments, four (4) main body compartments, and two (2) stern transom compartments. Port and starboard side plating each have eight (8) securing rails.

Access to each compartment is made through a flush deck-type manhole fitted with a center bolt-secured cover.

The hull is fitted with one (1) horizontal rub rail is located just below the deck for the full length of port and starboard sides. Transom plating has a rub bar located 3' and 6' below deck for its full breadth.

Deck Fittings:

Deck fittings consist of the following:

One (1) 10" double bitt is located near each corner.

Two (2) 36" cast steel kevels are ranged along the port and starboard most deck strakes.

One (1) 36" cast steel kevel is located at the bow and centerline.

Two (2) 18" diameter single bitt is located in strake 1.

Two (2) 24" diameter x approximately 60' were adrift on the deck.

One (1) 24" diameter spudwell set on a 30" raised coaming is located in strake 1.

Two (2) 24" diameter spudwell set on a 30" raised coaming is located in strake 5.

Three (3) 36" pipe kevel is located 3' inboard of port and starboard sides.

Two (2) 36" pipe corner is located 3' inboard of the port and starboard side and 5' aft of the headlog and again 5' forward of the transom.

CERTIFICATES/DOCUMENTS:

Subject vessel does not require regulatory bodies' certificates/documents.

EXTERNAL CONDITION:

General:

External protective coating of epoxy is in poor condition and heavily scaled extending above the waterline. Deck coating is in poor condition. The outboard 18" has a yellow safety stripe and red safety stripe inboard.

Bow Rake:

Bow rake plating is mildly washboarded and distorted with random indents 0-1".

Rake plating set up 0-1 1/2" over an area 3' x 2' located just below the headlog and 8' inboard of the starboard side.

Headlog:

Headlog plating is mildly washboarded and distorted with random indents 0 - 3/4".

Headlog plating set in 0-1" over an area 2' x 2' extending above the lower knuckle located 3' inboard of the port corner.

Starboard Side:

Side plating is mildly to moderately washboarded and distorted with random indents 0 - 1".

Rub rail contains random indents 0-1".

Rub rail fractured at the forward cap.

Rub rail set in 0-1" for 1' in way of the aft bollard of the bow bitts.

Side plating set in 0-1 1/2" over an area 2' x 2' extending above the waterline located 4' forward of kevel 1.

Upper side plating set in 0-1 1/2" over an area 3' x 2' located 6' forward of the No. 1 manhole.

Upper side plating set in 0-1 1/2" over an area 6' x 2' centered in way of the No. 1 aft bulkhead.

Rub rail set in 0-2" for 6' in way of the No. 1 aft bulkhead.

Gunwale sharply crimped for 1' located 15' forward of kevel 2.

Side plating set in 0-1 1/2" over an area 15' x 1' located 3' below the deck and extending forward of the aft spudwell.

Upper side plating set in 0-2" over an area 3' x 2' located 8' aft of the aft spudwell. Deck and gunwale heavily set up in way.

Upper side plating set in 0-1 1/2" over an area 3' x 1' extending forward of the stern corner.

Side plating set in 0-1 1/2" over an area 8' x 2' at mid height extending forward of the aft bits.

Side plating set in 0-4" over an area 3' x 2' extending above the waterline located just forward of the stern corner.

Stern Transom:

Transom plating is mildly washboarded and distorted with random indents 0 – 1".

Upper transom plating set in 0-1 1/2" over an area 2' x 2' located 6' to port of the centerline.

Upper transom plating set in 0-1 1/2" over an area 3' x 2' located 8' inboard of the port side.

Port corner set in 0-1 1/2" over the upper 1' x 1' of the aft face.

Port Side:

Port side plating could not be sighted due to the moored position of the barge at time of survey. The below noted comments are from a 2022 On Charter Survey of the barge.

Side plating is mildly washboarded and distorted with random indents 0 – 1".

Rub rail contains random indents 0-1".

Upper side plating set in 0-2" over an area 5' x 2' extending forward of the stern corner. Corner affected.

Side plating set in 0-1 1/2" over an area 3' x 20' extending above the waterline and aft of kevel 2.

Side plating set in 0-1" over an area 1' x 6" located 20' aft of kevel 2. Area has heavy barnacles in way.

Port corner set in 0-2" over its upper 6' of the forward face.

Side plating set in 0-2" over an area 5' x 2' extending above the waterline and forward of the stern corner.

Rub rail set in 0-3" for 1' located 18' forward of kevel 2.

Side plating set in 0-1 1/2" over an area 4' x 2' extending above the waterline located 20' forward of kevel 2.

Upper side plating set in 0-3" over an area 2' x 2' located 24' forward of kevel 2. Deck and gunwale affected.

Upper side plating set in 0-1 1/2" over an area 5' x 2' extending aft of single bitt 2. Deck and gunwale affected.

Rub rail crushed for 3' extending aft of single bitt No. 2.

Upper side plating set in 0-3" over an area 6' x 2' extending aft of the forward spudwell. Deck and gunwale affected.

Bow rake knuckle washboarded 0-2" for its full length.

Side plating set in 0-1 1/2" over an area 1' in diameter located just above the waterline in way of single bitt 1.

DECK/DECK FITTINGS:

Deck fittings are generally in good condition except as noted below:

Port and starboard securing rails appear inoperable.

One (1) 24" diameter x unknown length spud is located in the forward spudwell in strake 1 and 1 (from starboard).

Port spudwell outboard gusset 1-4 are moderately distorted with heavy rust scale in way.

Port single bitt 2 set inboard 0-4" at the inboard side.

Port kevel 2 forward horn set down heavily.

Port stern double bitt has its forward bollard heavily set inboard.

Stern centerline kevel has its starboard horn pulled up heavily.

Starboard aft corner bitt is holed at the forward cap.

Starboard pipe kevel 2 aft horn is moderately distorted.

Bow centerline pipe kevel has its port horn set down mildly.

NOTE: Deck strakes are numbered from port to starboard.

Deck plating mildly washboarded and distorted with random sharp indents 0 – 1". Deck longitudinals and bulkheads outlined in way.

Deck has two (2) various sized padeyes and three (3) 2' x 2' doublers.

Deck plating contained light amounts of timber, cable, scrap metal and miscellaneous debris.

Deck plating set down 0-2" over an area 3' x 3' in strakes 2 & 3 located 6' forward of the No. 1 aft bulkhead.

Deck plating moderately washboarded over the forward 10' x full breadth of the bow rake compartment. Deck longitudinals outlined in way.

Deck plating set down 0-3" over an area 3' x 3' in strake 1 (from starboard) extending forward of spudwell 1.

INTERNAL CONDITIONS:

NOTE:

1. An accurate assessment of the vessel'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 longitudinal and bulkhead stiffeners, are numbered from top to bottom.
4. Bottom longitudinal, deck longitudinal, and transverse bulkhead stiffeners are numbered from port to starboard in each compartment.
5. Internal deficiencies are described as follows:

Light or mild = 0 – 1"

Moderate = 1" – 2"

Heavy = Over 2"

General:

Internals were not sighted due to Boh Brothers safety requirements. The below noted comments were taken from a 2022 On Charter Survey of the barge.

All manhole covers, rings and gaskets are in poor condition.

Internal coating of Compound H is in poor condition.

Internal frames and bulkheads are heavily scaled over their lower 2'.

Internal frames exhibit moderate to heavy wastage.

Internal frames and brackets are mildly to moderately distorted in way of existing hull distortions.

Bow Rake Compartment:

Compartment contained 8" of water.

Compartment contained 2" of mud.

Bottom longitudinal 2 heavily bowed in the aft bay.

Aft bottom bracket 2 heavily distorted.

Aft diagonal 1 heavily bowed.

Bottom plating set up 0-3" over an area 6' x 6' in the aft bay located between bottom longitudinals 1 & 3.

Port forward corner bracket heavily distorted.

Port side longitudinal 1 moderately bowed for its full length.

Rake plating set up 0-2" for the full breadth of the aft bay.

Starboard side longitudinal 1 moderately bowed for its full length.

No. 1 Port Main Hull Compartment:

Compartment contained 6" of water.

Compartment contained 1" of mud.

Side longitudinal 1 mildly bowed in bay 3 and 4.

Deck longitudinal 1 heavily bowed in bay 5.

Side longitudinal 1 heavily bowed in the aft bay.

No. 1 Starboard Main Hull Compartment:

Compartment contained 3" of water.

Compartment contained 1" of mud.

Side longitudinal 1 moderately bowed in bay 1/

Deck longitudinals 8-10 heavily bowed in bay 1.

No. 2 Port Main Hull Compartment:

Compartment contained 3" of water.

Compartment contained 2" of mud.

Side longitudinal 1 moderately bowed in bay 3.

No. 2 Starboard Main Hull Compartment:

Compartment contained 3" of water.

Compartment contained 1" of mud with light amounts of rock in way of the manhole.

Side longitudinal 1 mildly bowed in bay 3.

Port Transom Compartment:

Compartment contained 4" of water.

Compartment contained 1" of mud.

Side longitudinal 1 moderate to heavily bowed in bays 2-5.

Starboard Transom Compartment:

Compartment contained 5" of water.

Compartment contained 1" of mud.

Side longitudinal 1 mild to moderately bowed for their full length.

SURVEYOR'S NOTES:

All manhole covers remained closed at the conclusion of this survey.

This survey was completed on September 5, 2025.

In accepting this report, parties acknowledge that the barge was surveyed for the purpose of documenting existing conditions for comparison with the conditions that will exist at the time of off charter, in order to ascertain whether damages were sustained during the charter period.

This report is not a warranty of the condition, seaworthiness, or marketability of the barge. Additionally, this report does not certify the load capacities, suitability for service, tie-down arrangements, trip-and-tow recommendations, recommendations for insurance, or recommendations of regulatory bodies or agencies for the subject barge. Interested parties are advised to carefully review the report and consider their own particular needs and requirements.

The undersigned reserves the right to edit, amend, and modify this report as additional information becomes available. An accurate assessment of the vessel's internal frames, side shell, and bulkheads is precluded in compartments which contained water, muck, rust scale, and coatings.

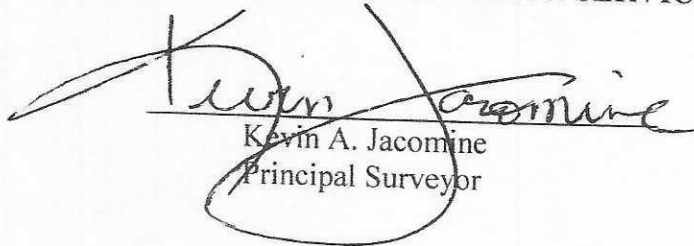
The vessel was sighted afloat and visually inspected without testing for tightness, gauging the hull, conducting sea trials, trying out electrical or mechanical systems, or entering those places ordinarily closed or concealed. Therefore, deficiencies may exist other than those noted in this report.

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

Attending Surveyor:

Kevin A. Jacomine

COMPASS MARINE INSPECTION SERVICE, LLC



Kevin A. Jacomine
Principal Surveyor

Distribution:

One (1) report and one (1) invoice:
W. C. Fore Trucking
Mr. Joe
14270 Creosote Road
Gulfport, MS 39503

Miss Darleen

Barge Valuation

SUMMARY CONDITIONS NOTED:

Subject vessel has heavy internal wastage.

Subject vessel is in need of blasting/painting, anodes and replacement of all manhole covers and rings.

NEW CONSTRUCTION COMPARABLE:

\$ 1,500,000.00 with 30 year life expectancy: \$ 50,000.00 per year

Built during 2002:

23 years consumed

7 years remaining

$7 \times \$ 50,000.00 = \$ 350,000.00$

Estimated present day fair market value

As of September 25, 2026..... **\$ 350,000.00**

Fair Market Value:

A sum of money that a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgably, 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.

SURVEYOR'S NOTES:

This survey represents the good faith opinion of the surveyor only and does not make any representations of fact. The survey of this barge was performed for appraisal purposes only, and no warranty of correctness of this surveyor as to the condition, seaworthiness, value, stability or marketability of subject vessel is either expressed or implied. Stability and deck load calculations nor other barge particular characteristics were not requested of nor determined by the undersigned and not covered in the scope of this report.

The vessel was sighted afloat without testing for tightness or opening up any of those places ordinarily closed or concealed. Therefore, deficiencies may exist other than those conditions mentioned in this report.

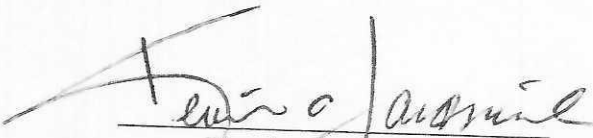
The undersigned Marine Surveyor has no present or contemplated future interest in the aforementioned vessel and/or it's equipment, and compensation for services has been arranged for on an independent fee basis and is in no way contingent upon the values reported herein.

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

Attending Surveyor:

Kevin A. Jacomine

Compass Marine Inspection Service, LLC



Kevin A. Jacomine
Marine Surveyor