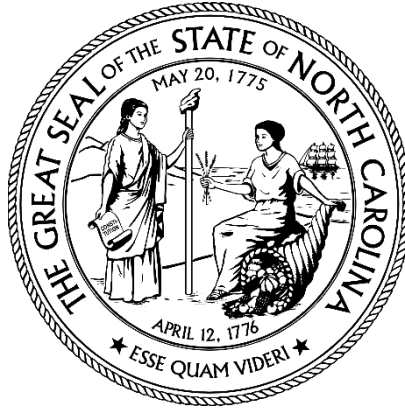




STATE OF NORTH CAROLINA

State of NC Department of Environmental Quality

Invitation to Bid : 16-101385-000

Prep, tow, and sink RV Cape Hatteras

Date of Issue: 8.28.2026

Bid Opening Date: 10-15-2026

At 3:00 PM ET

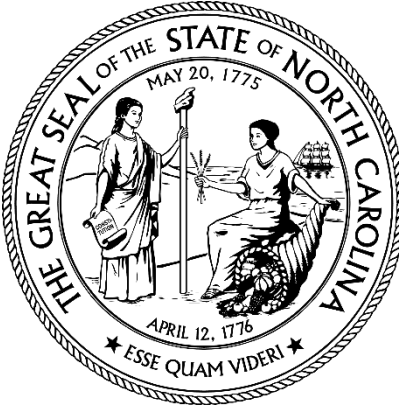
Direct all inquiries concerning this IFB to:

Leah Bartlett

Procurement Specialist II

Email: leah.bartlett@deq.nc.gov

Phone: 336-843-843-8261



STATE OF NORTH CAROLINA

Invitation to Bid

16-101385-000

For internal State agency processing, including tabulation of bids, provide your company's eVP (Electronic Vendor Portal) Number. Pursuant to G.S. 132-1.10(b) this identification number shall not be released to the public. **This page will be removed and shredded, or otherwise kept confidential**, before the procurement file is made available for public inspection.

**This page shall be filled out and returned with your bid.
Failure to do so may subject your bid to rejection.**

Vendor Name

Vendor eVP#

Note: For a contract to be awarded to you, your company (you) must be a North Carolina registered Vendor in good standing. You must enter the Vendor number assigned through eVP (Electronic Vendor Portal). If you do not have a Vendor number, register at <https://evp.nc.gov/SignIn>

STATE OF NORTH CAROLINA
Department of Environmental Quality

Refer <u>ALL</u> Inquiries regarding this IFB to the procurement lead through the Message Board in the Sourcing Tool. See section <u>2.7</u> for details: <i>Leah.bartlett@deq.nc.gov</i>	Invitation for Bid No.: 16-101385-000
	Bids will be publicly opened: 10.15.2026 3:00 pm
Using Agency: Division of Marine Fisheries	Commodity No. and Description: 951225 - Agricultural and farming and fishing buildings and structures
Requisition No.: TBD	

EXECUTION

In compliance with this Invitation for Bid (IFB), and subject to all the conditions herein, the undersigned Vendor offers and agrees to furnish and deliver any or all items upon which prices are bid, at the prices set opposite each item within the time specified herein.

By executing this bid, the undersigned Vendor understands that false certification is a Class I felony and certifies that:

- this bid is submitted competitively and without collusion (G.S. 143-54),
- none of its officers, directors, or owners of an unincorporated business entity has been convicted of any violations of Chapter 78A of the General Statutes, the Securities Act of 1933, or the Securities Exchange Act of 1934 (G.S. 143-59.2), and
- it is not an ineligible Vendor as set forth in G.S. 143-59.1.

Furthermore, by executing this bid, the undersigned certifies to the best of Vendor's knowledge and belief, that:

- it and its principals are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal or State department or agency.

As required by G.S. 143-48.5, the undersigned Vendor certifies that it, and each of its Sub-Contractors for any Contract awarded as a result of this IFB, complies with the requirements of Article 2 of Chapter 64 of the NC General Statutes, including the requirement for each employer with more than 25 employees in North Carolina to verify the work authorization of its employees through the federal E-Verify system.

As required by Executive Order 24 (2017), the undersigned Vendor certifies will comply with all Federal and State requirements concerning fair employment and that it does not and will not discriminate, harass, or retaliate against any employee in connection with performance of any Contract arising from this solicitation.

G.S. 133-32 and Executive Order 24 (2009) prohibit the offer to, or acceptance by, any State Employee associated with the preparing plans, specifications, estimates for public contracts; or awarding or administering public contracts; or inspecting or supervising delivery of the public contract of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of this response to the IFB, the undersigned certifies, for Vendor's entire organization and its employees or agents, that Vendor is not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

By executing this bid, Vendor certifies that it has read and agreed to the **INSTRUCTION TO VENDORS** and the **NORTH CAROLINA GENERAL TERMS AND CONDITIONS** incorporated herein. These documents can be accessed from the Ariba Sourcing Tool.

Failure to execute/sign bid prior to submittal may render bid invalid and it MAY BE REJECTED. Late bids shall not be accepted.

COMPLETE/FORMAL NAME OF VENDOR:		
STREET ADDRESS:	P.O. BOX:	ZIP:
CITY & STATE & ZIP:	TELEPHONE NUMBER:	TOLL FREE TEL. NO:
PRINCIPAL PLACE OF BUSINESS ADDRESS IF DIFFERENT FROM ABOVE (SEE INSTRUCTIONS TO VENDORS ITEM #21):		
PRINT NAME & TITLE OF PERSON SIGNING ON BEHALF OF VENDOR:		
VENDOR'S AUTHORIZED SIGNATURE*:	DATE:	EMAIL:

VALIDITY PERIOD

Offer shall be valid for at least sixty (60) days from date of bid opening, unless otherwise stated here: _____ days, or if extended by mutual agreement of the parties in writing. Any withdrawal of this offer shall be made in writing, effective upon receipt by the agency issuing this IFB.

ACCEPTANCE OF BIDS

If your bid is accepted, all provisions of this IFB, along with the written results of any negotiations, shall constitute the written agreement between the parties ("Contract"). The NORTH CAROLINA GENERAL TERMS AND CONDITIONS are incorporated herein and shall apply. Depending upon the Goods or Services being offered, other terms and conditions may apply, as mutually agreed.

<u>FOR STATE USE ONLY:</u> Offer accepted and Contract awarded this _____ day of _____, 20____, as indicated on The attached certification, by _____. (Authorized Representative of Department of Environmental Quality)
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Contents

1.0	PURPOSE AND BACKGROUND	5
1.1	CONTRACT TERM.....	5
2.0	GENERAL INFORMATION.....	5
2.1	INVITATION FOR BID DOCUMENT.....	5
2.2	E-PROCUREMENT FEE	5
2.3	NOTICE TO VENDORS REGARDING IFB TERMS AND CONDITIONS.....	5
2.4	IFB SCHEDULE	6
2.5	SITE VISIT or PRE-BID CONFERENCE	6
2.6	BID QUESTIONS.....	7
2.7	BID SUBMITTAL	7
2.8	BID CONTENTS	8
2.9	ALTERNATE BIDS-RESERVE.....	9
2.10	DEFINITIONS, ACRONYMS, AND ABBREVIATIONS.....	9
3.0	METHOD OF AWARD AND BID EVALUATION PROCESS	9
3.1	METHOD OF AWARD	9
3.2	CONFIDENTIALITY AND PROHIBITED COMMUNICATIONS DURING EVALUATION.....	10
3.3	BID EVALUATION PROCESS	10
3.4	PERFORMANCE OUTSIDE THE UNITED STATES	11
3.5	INTERPRETATION OF TERMS AND PHRASES.....	11
4.0	REQUIREMENTS	12
4.1	PRICING.....	12
4.2	REFERENCES	12
4.3	PERSONNEL.....	12
4.4	VENDOR’S REPRESENTATIONS	13
4.5	AGENCY INSURANCE REQUIREMENTS MODIFICATION	13
4.6	SUBCONTRACTORS.....	14
4.7	SECRETARY OF STATE REGISTRATION.....	14
5.0	SPECIFICATIONS AND SCOPE OF WORK	14
5.1	SPECIFICATIONS.....	14
5.2	TASKS/DELIVERABLES	15
5.3	CERTIFICATION AND SAFETY LABELS.....	16
6.0	CONTRACT ADMINISTRATION.....	16

6.2 INVOICES.....16

6.3 CONTINUOUS IMPROVEMENT.....16

6.4 ACCEPTANCE OF WORK.....16

6.5 DISPUTE RESOLUTION17

6.6 CONTRACT CHANGES.....17

6.7 ATTACHMENTS.....17

1.0 PURPOSE AND BACKGROUND

The intent of this solicitation is to award an Agency Contract to clean, transport, and sink a 135-foot research vessel for an artificial reef. The vessel is scheduled to go out of service in October 2026 and needs to be cleaned and sunk **before June 30th, 2027.**

1.1 CONTRACT TERM

The Contract shall remain in effect from the contract execution date until full completion and formal acceptance of all work items described in the Scope of Work.

Bids shall be submitted in accordance with the terms and conditions of this IFB and any addenda issued hereto.

2.0 GENERAL INFORMATION

2.1 INVITATION FOR BID DOCUMENT

This IFB is comprised of the base IFB document, any attachments, and any addenda released before Contract award, which are incorporated herein by reference.

2.2 E-PROCUREMENT FEE

ATTENTION: This is an NC eProcurement solicitation facilitated by the Ariba Network. The E-Procurement fee may apply to this solicitation. See the paragraph entitled ELECTRONIC PROCUREMENT of the North Carolina General Terms and Conditions.

General information on the E-Procurement Services can be found at: <http://eprocurement.nc.gov/>.

What is the Ariba Network?

The Ariba Network is a web-based platform that serves as a connection point for buyers and Vendors. Vendors can log in to the Ariba Network to view purchase orders, respond to electronic requests for quotes, participate in Sourcing Events, and collaborate with buyers on contract documents.

For training on how to use the Sourcing Tool to view solicitations, submit questions, develop responses, upload documents, and submit offers to the State, Vendors should go to the following site:

<http://eprocurement.nc.gov/training/Vendor-training>.

2.3 NOTICE TO VENDORS REGARDING IFB TERMS AND CONDITIONS

It shall be the Vendor's responsibility to read the Instructions to Vendors, the North Carolina General Terms and Conditions, all relevant exhibits and attachments, and any other components made a part of this IFB and comply with all requirements and specifications herein. Vendors are also responsible for obtaining and complying with all Addenda and other changes that may be issued in connection with this IFB.

If Vendors have questions or issues regarding any component of this IFB, those must be submitted as questions in accordance with the instructions in the BID QUESTIONS Section. If the State determines that any changes will be made as a result of the questions asked, then such decisions will be communicated in the form of an IFB addendum. The State may also elect to leave open the possibility for later negotiation of

specific provisions of the Contract that have been addressed during the question-and-answer period, prior to contract award.

Other than through the process of negotiation under 01 NCAC 05B.0503, the State rejects and will not be required to evaluate or consider any additional or modified terms and conditions submitted with Vendor's bid or otherwise. This applies to any language appearing in or attached to the document as part of the Vendor's bid that purports to vary any terms and conditions or Vendors' instructions herein or to render the bid non-binding or subject to further negotiation. Vendor's bid shall constitute a firm offer that shall be held open for the period required herein ("Validity Period" above).

The State may exercise its discretion to consider Vendor proposed modifications. By execution and delivery of this IFB Response, the Vendor agrees that any additional or modified terms and conditions, whether submitted purposely or inadvertently, shall have no force or effect, and will be disregarded unless expressly agreed upon during negotiations and incorporated by way of a Best and Final Offer (BAFO). Noncompliance with, or any attempt to alter or delete, this paragraph shall constitute sufficient grounds to reject Vendor's bid as non-responsive.

2.4 IFB SCHEDULE

The table below shows the *intended* schedule for this IFB. The State will make every effort to adhere to this schedule.

Event	Responsibility	Date and Time
Issue IFB	State	08/28/2026
Hold Pre-Bid Meeting/Site Visit	State	September 18, 2026, 10:30 AM – RSVP required
Submit Written Questions	Vendor	09/25/2026
Provide Response to Questions	State	09/30/2026
Submit Bids	Vendor	10/15/2026
Contract Award	State	Estimated: 10/23/2026

2.5 SITE VISIT or PRE-BID CONFERENCE

Urged and Cautioned *Site Visit*

Date: 09/18/2026
 Time: 10:30 AM Eastern Time
 Location: 405 N Water Street
 Wilmington, NC 28401
 Contact : 252-883-3040

The vessel's schedule is subject to change and may not be at the dock and available on the date and time listed above. Vendors should check this solicitation for changes to the date or time of the site visit. Please contact Jordan Byrum (252-883-3040) to RSVP for the site visit no later than COB 9/14/26. If vessel is not available at the

scheduled time, an alternative date and time will be selected.

Instructions: Vendor representatives are URGED and CAUTIONED to visit the site and apprise themselves of the conditions and requirements which will affect the performance of the work called for by this IFB. A non-mandatory site visit is scheduled for this IFB. Submission of a bid shall constitute sufficient evidence of this compliance, and no allowance will be made for unreported conditions which a prudent Vendor would recognize as affecting the performance of the work called for in this IFB.

Vendor is cautioned that any information released to attendees during the site visit, other than that involving the physical aspects of the facility referenced above, and which conflicts with, supersedes, or adds to requirements in this IFB, must be confirmed by written addendum before it can be considered to be a part of this IFB and any resulting contract.

2.6 BID QUESTIONS

Upon review of the IFB documents, Vendors may have questions to clarify or interpret the IFB in order to submit the best bid possible. To accommodate the Bid Questions process, Vendors shall submit any such questions by the "Submit Written Questions" date and time provided in the IFB SCHEDULE Section above, unless modified by Addendum.

Questions related to the content of the solicitation, or the procurement process should be directed to the person on the title page of this document via the Sourcing Tool's message board by the date and time specified in the IFB SCHEDULE Section of this IFB. Vendors will enter "IFB # XXXXXXXXXX – Questions" as the subject of the message. Question submittals should include a reference to the applicable IFB section. This is the only manner in which questions will be received.

Questions or issues related to using the Sourcing Tool itself can be directed to the North Carolina eProcurement Help Desk at 888-211-7440, Option 2. Help Desk representatives are available Monday through Friday from 7:30 AM ET to 5:00 PM ET.

Questions received prior to the submission deadline date, the State's response, and any additional terms deemed necessary by the State will be posted in the Sourcing Tool in the form of an addendum and shall become an Addendum to this IFB. No information, instruction or advice provided orally or informally by any State personnel, whether made in response to a question or otherwise in connection with this IFB, shall be considered authoritative or binding. Vendors shall rely *only* on written material contained in the IFB and an addendum to this IFB.

2.7 BID SUBMITTAL

IMPORTANT NOTE: This is an absolute requirement. Late bids, regardless of cause, will not be opened or considered, and will be automatically disqualified from further consideration. Vendor shall bear the sole risk of late submission due to unintended or unanticipated delay. It is the Vendor's sole responsibility to ensure its bid has been received as described in this IFB by the specified time and date of opening. Failure to submit a bid in strict accordance with instructions provided shall constitute sufficient cause to reject a Vendor's bids(s). Solicitation responses are subject to Sealed Bidding requirements.

Vendor's bids for this procurement must be submitted through the Sourcing Tool. For training on how to use the Sourcing Tool to view solicitations, submit questions, develop responses, upload documents, and submit offers to the State, Vendors should go to the following site: <https://eprocurement.nc.gov/training/vendor-training>

Questions or issues related to using the Sourcing Tool itself can be directed to the North Carolina eProcurement Help Desk at 888-211-7440, Option 2. Help Desk representatives are available Monday through Friday from 7:30 AM EST to 5:00 PM EST.

Tips for Using the Sourcing Tool

1. Vendors should review available training and confirm that they are able to access the Sourcing Event, enter responses, and upload files well in advance of the date and time response are due to allow sufficient time to seek assistance from the North Carolina eProcurement Help Desk.
2. Vendors may submit their responses early to make sure there are no issues and then submit a revised response any time prior to the response due date and time. The State will only review the most recent response.
3. Vendors should respond to all relevant sections of the Sourcing Event. Certain questions or items are required in order to submit a response and are denoted with an asterisk. The Sourcing Tool will not allow a response to be submitted unless all required items are completed. The Sourcing Tool will provide error messages to help identify any required information that is missing when response is submitted.
4. Simply saving your response in the Sourcing Tool is not the same as submitting your response to the State. Vendors should make sure they complete the submission process and receive a message that their response was successfully submitted.
5. **Only Bids submitted through the Content Section of the Ariba Sourcing Event will be considered. Bids submitted through the Message Board will not be accepted or considered for award.**

If confidential and proprietary information is included in the bid, also submit one (1) signed, REDACTED copy of the bid. Such information may include trade secrets defined by N.C. Gen. Stat. § 66-152 and other information exempted from the Public Records Act pursuant to N.C. Gen. Stat. §132- 1.2. Vendor may designate information, Products, Services, or appropriate portions of its response as confidential, consistent with and to the extent permitted under the statutes and rules set forth above. By so redacting any page, or portion of a page, the Vendor warrants that it has formed a good faith opinion, having received such necessary or proper review by counsel and other knowledgeable advisors, that the portions determined to be confidential and proprietary and redacted as such, meet the requirements of the Rules and Statutes set forth above. However, under no circumstances shall price information be designated as confidential.

If the Vendor does not provide a redacted version of the bid with its bid submission, the Department may release an unredacted version if a record request is received.

2.8 BID CONTENTS

Vendors shall provide responses to all questions and complete all attachments for this IFB that require the Vendor to provide information and upload them to the Sourcing Event in the Sourcing Tool. Vendor may not

be able to submit its response in the Sourcing Tool unless all required items are addressed. Vendors shall provide authorized signatures where requested. Failure to provide all required items, or Vendor's submission of incomplete items, may result in the State rejecting Vendor's bid, in the State's sole discretion.

Vendors shall upload the following items and attachments in the Sourcing Tool:

- a) Cover Letter, which must contain all of the following: (i) a statement that confirms that the Vendor has read the IFB in its entirety, including all links, and all Addenda released in conjunction with the IFB; (ii) a statement that the Vendor agrees to perform in accordance with the scope of work, requirements, and specifications contained herein; and (iii) Vendor's agreement to comply with all instructions, terms and conditions, and attachments.
- b) Title Page: Include the company name, address, phone number and authorized representative along with the Bid Number.
- c) Completed and signed versions of all EXECUTION PAGES, along with the body of the IFB.
- d) Signed receipt pages of any addenda released in conjunction with this IFB, if required to be returned.
- e) Completed version of 6.7 Pricing table
- f) Completed and signed version of ATTACHMENT D CUSTOMER REFERENCE FORM
- g) Completed and signed version of ATTACHMENT E: LOCATION OF WORKERS UTILIZED BY VENDOR
- h) Completed and signed version of ATTACHMENT F: CERTIFICATION OF FINANCIAL CONDITION

2.9 ALTERNATE BIDS-RESERVE

2.10 DEFINITIONS, ACRONYMS, AND ABBREVIATIONS

Relevant definitions for this IFB are provided in 01 NCAC 05A .0112 and in the Instructions to Vendors found in the Sourcing Tool, which are incorporated herein by this reference.

3.0 METHOD OF AWARD AND BID EVALUATION PROCESS

3.1 METHOD OF AWARD

North Carolina G.S. 143-52 provides a general list of criteria the State shall use to award contracts, as supplemented by the additional criteria herein. The Goods or Services being procured shall dictate the application and order of criteria; however, all award decisions shall be in the State's best interest.

All responsive bids will be reviewed, and an award or awards will be based on the responsive bid(s) offering the lowest price that meets the specifications provided herein, to include any required verifications set out here in such as but not limited to past performance, references, and financial documents.

While the intent of this IFB is to award a Contract(s) to a single Vendor, the State reserves the right to make separate awards to different Vendors for one or more line items, to not award one or more line items, or to cancel this IFB in its entirety without awarding a Contract, if it is considered to be most advantageous to the State to do so.

The State reserves the right to waive any minor informality or technicality in bids received.

3.2 CONFIDENTIALITY AND PROHIBITED COMMUNICATIONS DURING EVALUATION

While this IFB is under evaluation, the responding Vendor, including any subcontractors and suppliers, is prohibited from engaging in conversations intended to influence the outcome of the evaluation. See Paragraph 29. of the Instructions to Vendors entitled COMMUNICATOINS BY VENDORS

Each Vendor submitting a bid to this IFB, including its employees, agents, subcontractors, suppliers, subsidiaries and affiliates, is prohibited from having any communications with any person inside or outside the using agency; issuing agency; other government agency office or body (including the procurement lead named above, any department secretary, agency head, members of the General Assembly and Governor's office); or private entity, if the communication refers to the content of Vendor's bid or qualifications, the content of another Vendor's proposal, another Vendor's qualifications or ability to perform a resulting contract, and/or the transmittal of any other communication of information that could be reasonably considered to have the effect of directly or indirectly influencing the evaluation of proposals, the award of a contract, or both.

Any Vendor not in compliance with this provision shall be disqualified from evaluation and award. A Vendor's proposal may be disqualified if its subcontractor and/or supplier engage in any of the foregoing communications during the time that the procurement is active (*i.e.*, the issuance date of the procurement until the date of contract award or cancellation of the procurement). Only those discussions, communications or transmittals of information authorized or initiated by the issuing agency for this IFB or inquiries directed to the procurement lead named in this IFB regarding requirements of the IFB (prior to proposal submission) or the status of the award (after submission) are excepted from this provision.

3.3 BID EVALUATION PROCESS

Only responsive submissions will be evaluated.

The State will conduct an evaluation of responsive Bids, as follows:

Bids will be received according to the method stated in the Bid Submittal section above.

All bids must be received by the issuing agency not later than the date and time specified in the IFB SCHEDULE Section above, unless modified by Addendum. Vendors are cautioned that this is a request for offers, not an offer or request to contract, and the State reserves the unqualified right to reject any and all offers at any time if such rejection is deemed to be in the best interest of the State.

At the date and time provided in the IFB SCHEDULE Section above, unless modified by Addendum, the bids from each responding Vendor will be opened publicly and all offers (except those that were previously withdrawn, or voided bids) will be tabulated. The tabulation shall be made public at the time it is created. When negotiations after receipt of bids is authorized pursuant to G.S. 143-49 and 01 NCAC 05B.0503, only the names of offerors and the Goods and Services offered shall be tabulated at the time of opening. Cost and price shall become available for public inspection at the time of the award. Interested parties are cautioned that these costs and their components are subject to further evaluation for completeness and correctness and therefore may not be an exact indicator of a Vendor's pricing position.

At their option, the evaluators may request oral presentations or discussions with any or all Vendors for clarification or to amplify the materials presented in any part of the bid. Vendors are cautioned, however, that the evaluators are not required to request presentations or other clarification—and often do not. Therefore, all bids should be complete and reflect the most favorable terms available from the Vendor. Prices bid cannot be altered or modified as part of a clarification.

Bids will generally be evaluated, based on completeness, content, cost and responsibility of the Vendor to supply the requested Goods and Services. Specific evaluation criteria are listed in Section 3.1 METHOD OF AWARD.

Upon completion of the evaluation process, the State will make Award(s) based on the evaluation and post the award(s) to *the electronic Vendor Portal (eVP)*, <https://evp.nc.gov>, under the IFB number for this solicitation. Award of a Contract to one Vendor does not mean that the other bids lacked merit, but that, all factors considered, the selected bid was deemed most advantageous and represented the best value to the State.

The State reserves the right to negotiate with one or more Vendors, or to reject all original offers and negotiate with one or more sources of supply that may be capable of satisfying the requirement, and in either case to require Vendor to submit a Best and Final Offer (BAFO) based on discussions and negotiations with the State.

3.4 PERFORMANCE OUTSIDE THE UNITED STATES

Vendor shall complete ATTACHMENT E: LOCATION OF WORKERS UTILIZED BY VENDOR. In addition to any other evaluation criteria identified in this IFB, the State may also consider, for purposes of evaluating proposed or actual contract performance outside of the United States, how that performance may affect the following factors to ensure that any award will be in the best interest of the State:

- a) Total cost to the State
- b) Level of quality provided by the Vendor
- c) Process and performance capability across multiple jurisdictions
- d) Protection of the State's information and intellectual property
- e) Availability of pertinent skills
- f) Ability to understand the State's business requirements and internal operational culture
- g) Particular risk factors such as the security of the State's information technology
- h) Relations with citizens and employees
- i) Contract enforcement jurisdictional issues

3.5 INTERPRETATION OF TERMS AND PHRASES

This IFB serves two functions: (1) to advise potential Vendors of the parameters of the solution being sought by the State; and (2) to provide (together with other specified documents) the terms of the Contract resulting from this procurement. The use of phrases such as "shall," "must," and "requirements" are intended to create enforceable contract conditions. In determining whether bids should be evaluated or rejected, the State will take into consideration the degree to which Vendors have proposed or failed to propose solutions

that will satisfy the State's needs as described in the IFB. Except as specifically stated in the IFB, no one requirement shall automatically disqualify a Vendor from consideration. However, failure to comply with any single requirement may result in the State exercising its discretion to reject a bid in its entirety.

4.0 REQUIREMENTS

This Section lists the requirements related to this IFB. By submitting a bid, the Vendor agrees to meet all stated requirements in this Section as well as any other specifications, requirements, and terms and conditions stated in this IFB. If a Vendor is unclear about a requirement or specification or believes a change to a requirement would allow for the State to receive a better bid, the Vendor is urged to submit these items in the form of a question during the question-and-answer period in accordance with the Bid Questions Section above.

4.1 PRICING

Bid price shall constitute the total cost to the State for complete performance in accordance with the requirements and specifications herein, including all applicable charges for handling, transportation, administrative and other similar fees.

INVOICES MAY NOT BE PAID UNTIL AN INSPECTION HAS OCCURRED AND THE GOODS OR SERVICES ACCEPTED.

4.1.1 Import Tariff Temporary Surcharge

Pricing shall be exclusive of any pending tariffs or temporary tariff surcharge. Vendor may request a temporary tariff surcharge as a charge separate from the contract price. Any temporary tariff surcharge(s) associated with purchases shall be provided by way of a percentage tariff surcharge. All tariff surcharges proposed are intended to be temporary and based on current tariff implications specific to related commodities with evidence of submitted documentation of affected MSRP products. Vendor understands that the agency may request additional justification. Any temporary tariff surcharge percentage will be negotiated and mutually agreed upon. The state is not obligated to accept any proposed import tariff surcharge. Proposed tariff surcharges may be used as a factor for evaluation and award.

4.2 REFERENCES

Vendor shall upload to the Sourcing Tool at least three (3) references, using ATTACHMENT D: CUSTOMER REFERENCE FORM, for which it has provided services of similar size and scope to those proposed herein. References shall not be from the same company or from the soliciting State entity. In addition, Vendor shall provide references for and identify other government contracts it has received, for which your company has provided services of similar size and scope to those proposed herein. The State may contact these users to determine whether the services provided are substantially similar in scope to those proposed herein and whether Vendor's performance has been satisfactory. The information obtained may be considered in the evaluation of the Bid.

4.3 PERSONNEL

Vendor warrants that qualified personnel shall provide Services under this Contract in a professional manner. "Professional manner" means that the personnel performing the Services will possess the skill and competence consistent with the prevailing business standards in the industry. Vendor will serve as the prime contractor under this Contract and shall be responsible for the performance and payment of all

subcontractors(s) that may be approved by the State. Names of any third-party Vendors or subcontractors of Vendor may appear for purposes of convenience in Contract documents; and shall not limit Vendor's obligations hereunder. Vendor will retain executive representation for functional and technical expertise as needed in order to incorporate any work by third party subcontractor(s).

Should the Vendor's bid result in an award, the Vendor shall be required to agree that it will not substitute key personnel assigned to the performance of the Contract without prior written approval by the Contract Lead. Vendor shall further agree that it will notify the Contract Lead of any desired substitution, including the name(s) and references of Vendor's recommended substitute personnel. The State will approve or disapprove the requested substitution in a timely manner. The State may, in its sole discretion, terminate the Services of any person providing Services under this Contract. Upon such termination, the State may request acceptable substitute personnel or terminate the contract Services provided by such personnel.

4.4 VENDOR'S REPRESENTATIONS

If Vendor's bid results in an award, Vendor agrees that it will not enter any agreement with a third party that may abridge any rights of the State under the Contract. If any Services, deliverables, functions, or responsibilities not specifically described in this solicitation are required for Vendor's proper performance, provision and delivery of the Service and deliverables under a resulting Contract, or are an inherent part of or necessary sub-task included within such Service, they will be deemed to be implied by and included within the scope of the Contract to the same extent and in the same manner as if specifically described in the Contract. Unless otherwise expressly provided herein, Vendor will furnish all of its own necessary management, supervision, labor, facilities, furniture, computer and telecommunications equipment, software, supplies and materials necessary for the Vendor to provide and deliver the Services and/or other Deliverables.

4.5 AGENCY INSURANCE REQUIREMENTS MODIFICATION

1. *Potential for damage to State property or property of a third party,*
2. *Potential for bodily injury to State employees or third parties,*
3. *Whether Vendor will transport State property, clients, or employees,*
4. *Use of a vehicle to accomplish the work or to travel to or from State locations,*
5. *Anticipated physical contacts of the Vendor with the State,*
6. *Anticipated number and activity of Vendor personnel within the State, and*
7. *Any other unique considerations that could result in harm, bodily injury, or property damage.*

A. Default Insurance Coverage from the General Terms and Conditions applicable to this Solicitation:

1. A minimum of \$1,000,000.00 in Marine General Liability Insurance Coverage.

4.6 SUBCONTRACTORS

No portion of the work shall be subcontracted without prior written consent of the State. In the event that the Vendor desires to subcontract some part of the work specified herein, the Vendor shall furnish with their bid the names, qualifications, and experience of their proposed subcontractors. The Vendor shall, however, remain solely and fully liable and responsible for the work done by its subcontractor(s) and shall assure compliance with all the requirements and specifications of the contract.

4.7 SECRETARY OF STATE REGISTRATION

Prior to entering into a contract with the State, the awarded Vendor(s) must complete registration with the NC Secretary of State. Upon notification of award, the selected Vendor(s) must furnish evidence of filing within 10 business days. Failure to provide this documentation may result in the disqualification of the Vendor(s) bid for further consideration for the award. No purchase orders shall be issued prior to confirmation of completed registration with the Secretary of State.

A contract award under the above-referenced solicitation, and the resulting purchase orders, will produce repeated orders and transactions in North Carolina and will constitute “transacting business” in the State, which requires a certificate of authority from the North Carolina Secretary of State as provided in G.S. §55-15-01 (corporations) or §57D-7-01 (LLCs). Please go to: <https://www.sosnc.gov/> to register.

. Vendor has registered with the North Carolina Secretary of State: Yes ☐ No ☐

5.0 SPECIFICATIONS AND SCOPE OF WORK

The North Carolina Division of Marine Fisheries Artificial Reef program is working with Cape Fear Community College to dispose of a soon-to-be decommissioned vessel, *RV Cape Hatteras*, on an existing artificial reef site. This solicitation is to award a contract to a vendor who can:

- Accept the vessel in their shipyard
- Strip/clean the vessel in accordance with USCG/EPA requirements
- Tow the vessel to the designated reef site
- Sink according to USACE and NCDMF specifications
- See attachment B for pictures of the vessel

5.1 SPECIFICATIONS

The specific items and any specifications that the Procurement Entity is seeking are listed below. Items offered by the Vendor must meet or exceed the listed Specifications to be considered for award.

Timeline

- The vessel has scheduled work until October 24, 2026, and will be moved under its own power to the awarded shipyard for preparation following the final research cruise. It is preferable that the vendor can accept the vessel immediately following the conclusion of this scheduled cruise.
- The vessel cleanup and sinking must occur before June 30, 2027.

Location

- The designated site for this project is AR-386, which is located at 33° 57.517' N, 77° 33.400' W. The specific location for sinking has not been selected yet but will occur within 1500 feet of this coordinate.
- The site has a water depth of approximately 78 feet and a charted vertical clearance requirement of 15 feet.

Vessel Specifications

- LOA: 134 feet
- Beam: 32 feet
- Displacement: 640 long tons
- Draft: 10 feet
- Air draft: 53 feet

More details are available in a recent condition and valuation survey, completed earlier this year. See Attachment A for more details.

Preparation & Inspections

- The selected vendor must follow the document National Guidance: Best Management Practices for Preparing Vessels Intended to Create Artificial Reefs from MARAD and EPA when stripping and cleaning the vessel. Link to preparation requirements: <https://www.maritime.dot.gov/sites/marad.dot.gov/files/docs/national-defense-reserve-fleet/ship-disposal-program/9686/artificialreefguidance.pdf>
- Approximately 10 feet of the superstructure of the vessel will need to be removed to ensure navigational clearance at the site is maintained.
- NCDMF staff will visit the shipyard to inspect the vessel after it has been cleaned and before scheduling a sink date. Other regulatory agencies may also attend this inspection.

Sink Plan

- This vessel has a storied history in the marine science community of coastal North Carolina, and a large media presence is expected for the sinking. The selected vendor will coordinate with NCDMF representatives to schedule the sinking on a day when weather is conducive for NCDMF and media to attend the sinking.
- The vessel must be anchored at a designated spot at the reef site, which will be marked by NCDMF staff on-site.
- The vessel must be sunk by flooding compartments.

Insurance

- The selected vendor will insure and accept liability for the R/V Cape Hatteras while it is in the shipyard, during transit to the reef site, and until it is on the bottom at the designated location.
- The selected vendor must maintain a minimum of \$1,000,000 marine liability coverage.

5.2 TASKS/DELIVERABLES

1. Take possession of vessel at shipyard after delivery by Cape Fear Community College
2. Clean vessel in accordance with specifications

3. Coordinate with NCDMF staff to select a suitable day to sink the vessel
4. Tow, anchor, and sink the vessel at the designated location

5.3 CERTIFICATION AND SAFETY LABELS

Any manufactured items and/or fabricated assemblies provided hereunder that are subject to operation under pressure, operation by connection to an electric source, or operation involving a connection to a manufactured, natural, or LP gas source shall be constructed and approved in a manner acceptable to the appropriate inspector which customarily requires the label or re-examination listing or identification marking of the appropriate safety standard organization *acceptable to govern inspection where the item is to be located*, such as the American Society of Mechanical Engineers for pressure vessels; the Underwriters Laboratories and /or National Electrical Manufacturers' Association for electrically operated assemblies; or the American Gas Association for gas operated assemblies, where such approvals of listings have been established for the type of device offered and furnished. Further, all items furnished shall meet all requirements of the Occupational Safety and Health Act (OSHA), and state and federal requirements relating to clean air and water pollution.

6.0 CONTRACT ADMINISTRATION

All Contract Administration requirements are conditioned on an award resulting from this solicitation. This information is provided for the Vendor's planning purposes.

6.2 INVOICES

Vendor shall invoice the Procurement Entity. The standard format for invoicing shall be Single Invoices meaning that the Vendor shall provide the Procurement Entity with an invoice for each order. Invoices shall include detailed information to allow Procurement Entity to verify pricing at point of receipt matches the correct price from the original date of order. The following fields shall be included on all invoices, as relevant:

Vendor's Billing Address, Customer Account Number, NC Contract Number, Order Date, Buyer's Order Number, Manufacturer Part Numbers, Vendor Part Numbers, Item Descriptions, Price, Quantity, and Unit of Measure.

6.3 CONTINUOUS IMPROVEMENT

The State encourages the Vendor to identify opportunities to reduce the total cost the State. A continuous improvement effort consists of various ways to enhance business efficiencies as performance progresses.

6.4 ACCEPTANCE OF WORK

Performance of the work and/or delivery of Goods shall be conducted and completed at least in accordance with the Contract requirements and recognized and customarily accepted industry practices. Performance shall be considered complete when the Services or Goods are approved as acceptable by the Contract Manager.

The State shall have the obligation to notify Vendor, in writing ten (10) calendar days following completion of such work or delivery of a deliverable described in the Contract that it is not acceptable. The notice shall

specify in reasonable detail the reason(s) it is unacceptable. Acceptance by the State shall not be unreasonably withheld; but may be conditioned or delayed as required for reasonable review, evaluation, installation, or testing, as applicable to the work or deliverable. Final acceptance is expressly conditioned upon completion of all applicable assessment procedures. Should the work or deliverables fail to meet any specifications, acceptance criteria or otherwise fail to conform to the Contract, the State may exercise all rights hereunder, including, for Goods deliverables, such rights provided by the Uniform Commercial Code, as adopted in North Carolina.

6.5 DISPUTE RESOLUTION

During the performance of the Contract, the parties agree that it is in their mutual interest to resolve disputes informally. Any claims by the Vendor shall be submitted in writing to the State's Contract Manager for resolution. Any claims by the State shall be submitted in writing to the Vendor's Project Manager for resolution. The Parties shall agree to negotiate in good faith and use all reasonable efforts to resolve such dispute(s).

During the time the Parties are attempting to resolve any dispute, each shall proceed diligently to perform their respective duties and responsibilities under this Contract. The Parties will agree on a reasonable amount of time to resolve a dispute. If a dispute cannot be resolved between the Parties within the agreed upon period, either Party may elect to exercise any other remedies available under the Contract, or at law. This provision, when agreed in the Contract, shall not constitute an agreement by either party to mediate or arbitrate any dispute.

6.6 CONTRACT CHANGES

Contract changes, if any, over the life of the Contract shall be implemented by contract amendments agreed to in writing by the State and Vendor. Amendments to the contract can only be done through the Contract Administrator.

6.7 ATTACHMENTS

All attachments to this RFP are the copies found within the Ariba Sourcing Tool, and are incorporated herein, and shall be submitted by responding in the Sourcing Tool.

Item	Description	Total Cost
R/V Cape Hatteras	Accept, Prepare, Tow, and Sink vessel according to above specifications	

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**CONDITION AND VALUATION SURVEY**

Case Number 26-1272

5 June 2026

THIS IS TO CERTIFY THAT THE UNDERSIGNED MARINE SURVEYOR AND APPRAISER DID, at the request of Cape Fear Community College, 411 North Front Street, Wilmington, North Carolina 28401, attend on board the

**R/V CAPE HATTERAS
473 Gross Tons, Port of Registry: Wilmington, North Carolina
(Owners: Cape Fear Community College)**

on 29 April 2026, while the subject vessel was lying afloat and berthed at Cape Fear Community College Dock, near Wilmington, North Carolina in order to ascertain the effective age and condition of the vessel to provide an opinion of Fair Market Value for the purpose of Sale. Intended users of this report include our customers as defined above.

ATTENDING SURVEY

- Captain Kameron Knight, Master of the R/V CAPE HATTERAS
- Mr. Robert Yates, Chief Engineer of the R/V CAPE HATTERAS

The description of condition will be as follows:

Symbol	Condition	Definition
N	New	Not used before; no loss in value due to physical deterioration.
E	Excellent	Near new condition; very little use, recently purchased.
VG	Very good	Exceptionally good mechanical condition; may have been overhauled or may not have been used enough to require overhaul.
G	Good	In good operating condition; may require replacement or repair due to working parts; no known mechanical defects.
F	Fair	May require overhaul soon; has seen a prolonged period of service in a harsh environment.
P	Poor	Is worn and requires major repairs or replacements.
S	Salvage	Value in unit components as reusable or spare parts; little value.
X	Scrap	No longer serviceable and has no value other than for materials only.

SCOPE

Sabine Surveyors, Ltd. will provide our client Cape Fear Community College, with a written Condition and Appraisal Report on the R/V CAPE HATTERAS. This report will include the description of the vessel, all applicable certifications, observed construction information of the vessel including plans, description of deck machinery, the superstructure, the hull, machinery spaces, firefighting equipment, lifesaving equipment, and the overall condition. With respect to the appraisal component, Sabine Surveyors, Ltd. will provide a Summary of Values (Replacement Cost New, Effective Age, Normal Useful Life, Remaining Useful Life, and Fair Market Value with an effective date of 5 June 2026, Definition of Values, Methodology, Correlation of Value, and Certification. Sabine Surveyors, Ltd. will utilize vessel records and certificates, vessel and equipment drawings, Replacement Cost New data from local shipyards, and recent comparable sales from all available and readily transparent sources. This assignment is to provide an opinion of valuation on tangible assets. No consideration is to be given to any intangible value this vessel may have.

PREMISE OF VALUE

As discussed with the client and due to the nature of the assignment, the appropriate premise of value is Fair Market Value (as is where is).

GENERAL NOTATIONS

1. Surveyor did not enter void compartments, fuel tanks, slop tanks, or cargo tanks as they were not certified safe for entry; therefore, we cannot express opinions or observations of the condition of the tanks, contents, or state of cleanliness.
2. Survey was conducted from on deck and pier side.
3. Indentations/wash boarding, steel deflections, and tripped steel are recorded as follows:
 - Light: 0 to 1"
 - Moderate: 1" to 3"
 - Heavy: Greater than 3"
4. The vessel's drafts at the time of our survey were noted to be 8'5" forward and 8'6" aft.
5. All measurements are approximate.
6. Winches and cranes were not operated at the time of the survey.
7. An extensive search was conducted for comparable sales, which were used in this analysis. Public trading information is assumed reliable; however, no responsibility is assumed for its accuracy.

8. All facts, conclusions, and observations in this report are based on information available as of the appraisal date. Vessel values can be significantly affected by local, national, and international economic conditions. We assume no liability for future economic changes or for the owner's ability to sell the asset at the reported values.
9. Replacement cost new is a budgetary estimate based on current shipyard cost data for vessels of comparable size and specification.
10. The opinions in this appraisal are not based on any single source of information.
11. No attempt has been made to verify title to the vessel being valued and no consideration has been given to any liens or encumbrances that could be against the property. The vessel is assumed free and clear of any claims through contract, lease agreement, or lien, and ownership is assumed to be correct as reported.

DESCRIPTION

The subject vessel is a typical offshore research vessel built of all welded steel construction at the Atlantic Marine Florida, LLC shipyard during 1981. The vessel is owned and operated by Cape Fear Community College.

Subject vessel has a stepped main deck with raised forecastle forward and a flush deck aft with two-tier house, transom stern with opening for landing oceanographic equipment and shallow dead rise bottom with hard chine.

Cargo gear consists of two (2) electro-hydraulic operated cranes for oceanographic equipment. One (1) J-frame load test gallows frame crane mounted midship on the starboard side was pull tested to 3,000 pounds and one (1) A-frame mounted on the stern was pull tested to 15,168 pounds. Two (2) electro-hydraulic boom cranes were mounted one (1) forward on the forecastle and one (1) mounted aft on the 01 level. The aft crane was rated with a 1-ton capacity.

Operators:	Cape Fear Community College	
Official Number:	8023541	
IMO Number:	8023541	
Call Sign:	WDH2897	
Gross Registered Tons:	473	
Net Registered Tons:	141	
Length Overall:	134.00	Feet
Breadth Moulded:	32.00	Feet
Depth Moulded:	13.50	Feet
Summer Freeboard:	4.10	Feet
Summer Draft:	10.00	Feet
Displacement at Summer Draft:	640	Long Tons

Propulsion: Two (2) Caterpillar, Model D379 PCTA SCAC diesel engine rated at 700 brake horse power each.

CERTIFICATION

The vessel was built to the Rules and Regulations of American Bureau of Shipping, with the designations as Special Purpose Vessel. The vessel is currently not classed. In February 2024, damage was found to the port tail shaft. Repairs to the shaft were not in accordance with American Bureau of Shipping rules and the classification was canceled.

STATUTORY AND MISCELLANEOUS CERTIFICATES

Certificate	Date Expires
North Carolina Vessel Registration	Permanent
USCG Uninspected Oceanographic Checklist	1 May 2025 inspected
Loadline Certificate	31 January 2027
USCG Oil Pollution Emergency Plan	25 October 2027
Ship Compulsory Equipped License	16 January 2034
USCG Designation as Oceanographic Vessel	1 April 2027

CONSTRUCTION

Subject vessel is built with 5/16" bottom plating, 1/4"-3/8" side plating, and 1/4"-5/16" deck plating. Framing is Transverse constructed of 5" x 3" x 5/16" angle members spaced on 24" centers.

The forecastle is equipped with 4' bulwark with 4" cap rail wrapping the forward portion of the forecastle and port and starboard sides connecting a 39.5" three -tiered safety railing with 1.75" top rail and 1.5" mid and bottom rails.

The fantail is equipped with 39.5" bulwark with 4" cap rail encompassing the entire fantail apart from the stern A-frame ropeway.

Deck fittings consist of four (4) bulwark mounted closed chocks with modified four cleat posts, two (2) each on the port and starboard sides of the forecastle. Two (2) each 48" kevels located one (1) each on the port and starboard wind tunnels. Two (2) each 21" X 30" double post T-bitts located one (1) each port and starboard wind tunnels. Four (4) bulwark mounted closed chocks with modified four cleat posts, one (1) each on the port and three (3) each on the starboard side of the fantail.

Access doors from the weather decks are 72" x 50" and fitted with 5" coamings.

All exterior bulkheads are designed watertight with watertight access doors to the main deck, 01 level and pilot house. Four (4) watertight bulkheads were fitted between the forepeak, forward storeroom, engine room and steering gear room.

TANK CAPACITIES

BALLAST WATER TANK CAPACITIES

<u>Tank</u>	<u>Capacity (Gallons)</u>
Ballast Water	1961
Ballast Water Grand Total	1961

FRESH WATER TANK CAPACITIES

<u>Tank</u>	<u>Capacity Gallons</u>
Fresh Water	6,000
Fresh Water Grand Total	6,000

DIESEL OIL CAPACITIES

<u>Tank</u>	<u>Capacity (Gallons)</u>
Diesel Oil	28,695
Diesel Oil Tanks Total	28,695

DECK MACHINERY

The vessel was fitted with two (2) electro-hydraulic boom cranes, one (1) forward on the forecastle and one (1) aft on the 01 level. The forward crane was out of certification. The aft crane was tested for 1 ton working capacity in February 2024. One (1) J-frame for test equipment was mounted mid ships on the starboard side and pull tested to 3,000 pounds on 27 February 2024. One (1) A frame mounted on the stern was pull tested to 15,168 pounds on 27 February 2024.

Mooring equipment consisted of one (1) combination dual anchor windlass equipped with gypsy heads port and starboard, electric model manufactured by Hathway Machinery. The anchor windlasses were each fitted with a Danforth type anchor of suitable size with one (1) inch stud link chaffing chain and one (1) inch galvanized wire rope in good condition. No spare anchor was provided.

Three (3) hydroelectric operated winches were located on the 01 level aft of the Bridge. Two (2) winches with 1" wires were arranged to move research equipment over side using the starboard side J-frame. No builders' plates were visible. The third electrohydraulic winch with 1 3/8" wire, made by Kinematics, was arranged to move research equipment using the A-frame on the stern. One (1) hydraulic winch with 3/4" line was located on the starboard side of the stern deck to assist in moving equipment lifted on the A-frame.

SUPERSTRUCTURE

The flying bridge was fitted with a four post, A-frame type, 2 tier mast. Three-tier safety rails encompassed the flying bridge, with one (1) vertical ladder on the centerline aft leading to the bridge deck.

- Two (2) mounted Furuno radar antenna.
- Four (4) GPS antennas.
- One (1) Furuno GPS antenna.
- One (1) Tracphone antenna.
- Two (2) windbirds.
- Day shapes.
- Emergency Position Indicating Radio Beacon (EPIRB).
- Ten (10) whip antennas.
- Centerline magnetic compass.
- Two (2) Carlisle & Finch, 13" spotlights located port side forward and starboard side aft.
- One (1) oil spill containment kit.

Navigation Bridge Deck

The weather deck was provided a 40" high bulwark with 4" cap forward partially wrapping around the port and starboard sides with an opening at the centerline for a ladder with two-tier safety rails to the forecastle. Three-tier safety rails encompassed the aft part of the deck.

Main Navigation Area

Two (2) weather tight doors, 72" x 50", with a 6" sill were fitted one (1) each on the port and starboard sides. Sixteen (16) windows in rubber gaskets were fitted. The bulkheads and overhead were fitted with marlite panels. The deck was covered with wood paneling and a slip resistant carpet. One (1) chart table with eight (8) drawers and four cabinets was provided on the port side. Two (2) Captain's chairs were provided.

Navigational Equipment

- Two (2) Furuno, Multi-purpose LCD Displays for Radar Displays.
- One (1) Sperry Gyro Repeater.
- Two (2) Kobelt propellor pitch indicators.

- Two (2) Kobelt engine throttles and pitch controls.
- One (1) Sperry non-follow up steering control.
- One (1) Simrad, AP-70 MK2, autopilot.
- One (1) Sperry rudder angle indicator.
- One (1) engine control reset switch.
- One (1) Simrad hand steering control.
- One (1) Young wind tracker.
- One (1) Sperry steering control panel.
- One (1) Standard Horizon Explorer VHF.
- One (1) Icom, IC M424G, VHF.
- Two (2) Dell monitors for GPS displays.
- One (1) Furuno, Echo Sounder, FCV-292.
- One (1) Kahlenberg Fog Signal Timer.
- One (1) sound powered phone.
- One (1) Seanav light switch panel.
- One (1) Carrier AC unit.
- One (1) Starlink Fire Alarm Communicator.
- One (1) Sea 222 SSB Radio Telephone.
- One (1) Consilium Fire Detection panel.
- One (1) Icom, IC-M802, VHF.
- One (1) Powertronics power panel.
- One (1) ACR Global Fix 406 EPIRB.
- One (1) CO2 portable fire extinguisher.

Starboard Aft Navigation Station

- One (1) Boston Shipstrike Quartz Chronometer.
- One (1) Furuno, NAVTEX NX300.
- One (1) Furuno, GP170.
- One (1) Garmin, RPTR S/N 123749.
- One (1) Garmin, GPSMAP 741XS.
- One (1) Furuno, AIS PA-100.
- One (1) Taiyo, SIMRAD TD-L1550.
- One (1) Icom, VHF IC-M424G GPS.
- One (1) Furuno, RPTR MU-155C.
- One (1) Simrad, AP-70 MK2.
- One (1) Young, Wind Tracker.
- One (1) Furuno, Doppler SPD Log DS-80.
- One (1) Dell 17" monitor.
- One (1) Simrad, FU-80 Auto Pilot, STBD Follow-up Steering unit.
- One (1) Kobalt Shaft Controls.
- One (1) Internal Growler, Communication System.
- One (1) Hydro Winch LCI-90i line control instrument.
- One (1) Hydro Winch power display indicator

- One (1) Panasonic, KX-T7431, Intercom PA
- One (1) Industrial Intercom AD-27.
- One (1) Motorola, CM200 SX5.
- One (1) Uniden, VHF3 Solara DSC.
- One (1) OTD, Winch Control Station.
- One (1) Standard Horizon loud hailer, VLH-3000.
- One (1) Trawl Winch Control Station.
- One (1) CTD, Winch hydraulic selector station.
- One (1) Pathfinder 3 SART marker light.
- Electronics Navigation Cabinet: Acer X163W monitor, XANTREX Link 1000, Netgear 16 port Gigabit switch, NTI Vopex V VGA AMP, Belkin OMNI Cube 2 port selector, Cisco router, C2G multi-port switch, KVH VSAT broadband modem, APC surge protector, Dell Precision computer tower (NAV 1), Optiplex 3070 desktop computer (NAV 2), TRIPP surge protector.
- One (1) Panasonic, KX-T7431, Intercom PA.
- One (1) Handheld standard telephone unit.

Bridge Wing

- One (1) each 30" life ring with attached Distress Marker Light, starboard bridgewing
- Two (2) each 30" life rings with attached MK9 distress light and smoke, port and starboard sides
- One (1) ships bell, brass, centerline bridge windows.
- One (1) oil spill kit, aft of deckhouse port side.
- One (1) each 8" x 2" x 30" battery storage box, aft of deckhouse, port side.
- Two (2) life raft stowage cradles for 25 Man life rafts (not present) aft of deckhouse port and starboard sides

Main Deck

Main Deck Paint/Storage Locker

- Access via Non-Tight Door with 3" coaming.
- Miscellaneous poly line spools.
- Ten (10) various sized wire rope cutters and crimpers.
- Miscellaneous portable deck padeyes.
- Two (2) ½ ton hydraulic jacks.
- In excess of twenty (20) various sized shackles.
- Miscellaneous sized braided working line.
- One (1) heavy weather overall with hood.
- Miscellaneous types and sizes of portable power saws and drills.
- Two (2) each 8" double luff block sets.
- Three (3) spare 30" life rings.
- Miscellaneous, Fiege type fittings with fastener.
- Miscellaneous, 3" cargo net.

- Two (2) each 1” turnbuckles.
- Twelve (12) heavy securing straps, ratchet type.
- Miscellaneous hardware and fasteners throughout in bins.
- Two (2) each 12’ pilot boarding ladders.
- Four (4) canvas tarps.
- Miscellaneous paint, grease, lubricant, and painting supplies.
- Four (4) bins and buckets with miscellaneous hand tools.
- Two (2) explosive proof lights with extension cords.
- Six (6) various sized crowbar and pinch bar.
- Various lengths of 12-to-16-gauge extension cords.
- Various lengths and sizes of water hose, pneumatic hose with .25” fittings.
- Multiple cabinets and bins with fasteners, screws, bolts, nuts, washers, etc.
- One (1) spare Cruisair 16K BTU unit.
- One (1) 16-Gal Shop-Vac.
- One (1) 20 Lb., ABC fire extinguisher.

Forward Storeroom

The bulkheads, overhead, and deck were painted steel structures. Equipment fitted included:

- One (1) hydraulic pump and tank for the anchor windlass.
- Racks for spare parts and tools.
- One (1) first aid kit.
- One (1) Frigidaire refrigerator.
- One (1) Stokes litter.
- One (1) fixed CO2 extinguisher bottle for the paint locker.
- One (1) escape ladder to the forecastle deck via three dog hatch.

Ship’s Laundry

- One (1) non water tight access door to forward machinery space.
- Two (2) stackable, washer and dryer.
- One (1) portable air blower.
- One (1) CO2 extinguisher.
- Deep sink with hot and cold-water faucet.
- One (1) heavy weather parka and two (2) heavy weather rain suits.
- Washroom with commode and sink.
- One (1) 2-dog water tight door with 6” raised coaming access to mess deck.
- Bulkhead mounted cabinet with miscellaneous deck supplies.

Mess Deck

The bulkheads and overhead were fitted with marlite panels. The deck had a PRC coating. One (1) watertight door, 55” x 32”, with a 24” sill was fitted leading to crew cabins and engine spaces.

Four (4) tables with eight (8) chairs on posts on one side and settees on the other side. Equipment in the mess deck included:

- One (1) Samsung TV.
- One (1) Toshiba VCR.
- One (1) telephone.
- One (1) Carrier AC unit.
- One (1) Scotsman Icemaker.
- One (1) Black and Decker four slice toaster.
- One (1) coffee maker.
- One (1) hot water pot.
- One (1) Haier refrigerator.
- One (1) stainless steel counter with cabinet.
- One (1) fire blanket.
- One (1) Seth Thomas clock.
- One (1) sound powered phone.
- One (1) CO2 portable fire extinguisher.
- One (1) ABC portable fire extinguisher.

Galley

- One (1) each 8' stainless steel cabinet with double sink and 6' prep counter.
- One (1) each 20 Lb., CO2 extinguisher.
- One (1) Hobart 4-rack oven.
- One (1) Frigidaire microwave.
- One (1) Portable Instant Pot cooker.
- One (1) Hobart deep fryer (reported inoperative).
- One (1) Hobart range oven with griddle top.
- One (1) Gaylord exhaust with fire suppressor.
- One (1) Maytag 3-door refrigerator/freezer.
- One (1) Port Light, starboard side.
- Two (2) each 8" stainless steel pantry cabinets.
- One (1) each 8' center island prep station with cabinets.

Forward Pantry

- Multiple tiered shelving for food and pot/pan storage.
- One (1) Hobart Vulcan dishwasher.
- One (1) Stainless steel deep sink.

Deep Freezer

- One (1) Deep freezer, out of commission with doors removed.
- Three (3) 4-tier stainless steel storage racks.

- One (1) Frigidaire, 2-door refrigerator/freezer.
- Hotpoint chest freezer.

Electronics Room

The electronics room for scientific equipment was fitted with marlite panels on the bulkheads and overhead. Two (2) port holes were fitted. The deck was covered with PCR coating. Equipment fitted included:

- One (1) counter with ten (10) drawers.
- Seven (7) Dell monitors
- One (1) two-drawer cabinet.
- One (1) Sperry gyro compass.
- One (1) Sperry gyro compass control panel.
- Three (3) Dell Precision Tower 7810.
- One (1) Teledyne RD Instrument for transducer.
- One (1) Knudson Chirp 3260.
- One (1) sound powered phone.
- One (1) Panasonic digital phone.
- One (1) CO2 portable fire extinguisher.
- One (1) ABC portable fire extinguisher.
- One (1) work vest.
- One (1) safety harness.
- Three (3) metal cabinets.
- One (1) SBE, Model 33, carousel deck unit.
- One (1) General Oceanics RMS Mark VI.
- One (1) swivel chair.

Lab

The lab area on the main deck was fitted with marlite panels on the bulkheads and overhead. The deck had a PRC coating. Three (3) port holes were fitted. Equipment fitted included:

- Two (2) wood tables.
- Five (5) swivel chairs.
- Five (5) non-swivel chairs.
- Five (5) Dell monitors.
- One (1) Epson ET-476 printer.
- One (1) steel book rack.
- One (1) General Electric freezer.
- One (1) Carrier AC unit.
- One (1) Frigidaire refrigerator.
- One (1) wood counter.
- One (1) two-piece Craftsman tool chest.

- One (1) Stokes litter.
- One (1) two drawer cabinet.
- One (1) Danby microwave.
- One (1) microwave, no name.
- Four (4) Motorola, CP 2000, handheld radios.
- Two (2) Whirlpool refrigerators.
- Two (2) three-drawer cabinets.
- One (1) Milwaukee toolbox.
- Five (5) Milwaukee Red lithium batteries.
- Two (2) Milwaukee battery chargers.
- One (1) Panasonic digital telephone.
- One (1) ABC portable fire extinguisher.
- Eleven (11) work vests.
- Two (2) first aid kits.
- Six (6) hard hats.
- One (1) Coleman cooler.
- One (1) Sony monitor.
- One (1) Thermo Scientific Nano Pure.
- One (1) sink.
- One (1) sound powered phone.
- One (1) survival suit.
- One (1) SCBA.
- One (1) eyewash station.
- Two (2) metal hanging lockers.
- One (1) CO2 portable fire extinguisher.
- Two (2) smoke detectors.

Staterooms/bunkrooms

On the 01 level were four (4) crew cabins. The bulkheads and overhead of the cabins and passageway were fitted with marlite panels. Three (3) of the cabins each had two (2) wood bunks, one (1) wood table, one (1) wood hanging locker, with carpet on the deck. The fourth cabin had one (1) wood bunk, and shared toilet and shower.

On the deck below the main deck were ten (10) crew cabins, each with two (2) wood bunks, one (1) wood hanging locker, and one (1) chair.

A head with toilet and shower was fitted between the cabins. All cabins were equipped with the appropriate number of life jackets, survival suits and Emergency Escape Breathing Devices.

MACHINERY SPACES

Forward Pump Room

Below the main deck with access in the forward storeroom through a watertight hatch 32" x 32" fitted with four (4) dogs. Equipment in the forward pump room included:

- One (1) Rheem water heater 100 gallon
- One (1) Ace Hardware pre-charged water system
- Two (2) pumps for potable water
- One (1) wood rack for spare fittings
- Two (2) pumps for hot water
- One (1) 1 AC Smith diaphragm tank

Engine Room

Subject vessel is powered by two (2) Caterpillar Diesel, Model D379B PC series, diesel engines each rated at 700 bhp at 1050 rpm for a total of 1400 bhp. Each engine drives a single four-blade, stainless steel, 48" x 42", fixed pitch propeller through a Twin Disc, Model MG540 hydraulic clutch and marine reverse gearbox with a 2.8:1 ratio. Each engine is air started and raw water cooled by channel coolers external to the hull. Turbo chargers were fitted to each engine.

Two (2) generators are comprised of one (1) each Caterpillar, Model 3406 Mar, 270 hp, 1800 rpm engines and one (1) each Kato, Model 175-480361111, 175 kW generators. The generators were air started and raw water cooled.

Auxiliary Equipment

- One (1) forward air compressor, Quincy, Model 325 17.
- One (1) aft air compressor, Quincy, Model 325 17.
- One (1) emergency air compressor, Hatz, Model D-8399.
- One (1) Centrifuge, Alfa Laval, Model MAB 103 B-24.
- One (1) MSD, capacity 1800 gal, Westinghouse, 2-HP macerator pump (reportedly does not operate in auto mode).
- Two (2) Reliance, Duty Master AC motors, 10 HP, 1755 rpm, 230/460 V, 27/13.5-amp Tugger and Crane motors.
- One (1) main trawl winch, 30 HP, soft start (no data plate).
- One (1) main trawl winch, 50 HP, main drive (no data plate).
- One (1) Aqua Whisper freshwater maker, 70-gal per hour max, operates normally at 50-gal per hour.
- One (1) Reliance Duty Master AC motor for stern A Frame 10 hp.
- Two (2) fire and bilge pumps.
- One (1) AC cooling water pump.
- One (1) oil transfer pump.
- One (1) fuel oil purifier.

- One (1) fuel oil transfer pump.

Steering Gear Room

- Two (2) Motion Inc. steering gear pumps, electric motors and hydraulic tanks.

The Con-Select main electrical panel was a dead face panel with a rubber mat.

Main Engines

Maintenance records were reviewed, and the following pertinent data recorded:

The port main engine was reported to have 110,500 operating hours. The last complete overhaul was completed at 105,705 hours. The top end was overhauled at 105,705 hours. The oil filter and fuel filter were changed at 110,332 hours. The valve lash and injectors were completed at 109,916 hours.

The starboard main engine was reported to have 109,533 operating hours. The last complete overhaul was completed at 88,946 hours. The top end was overhauled at 99,003 hours. The oil filter was changed at 108,951 hours and the fuel filter at 108,875 hours. The valve lash and injectors were completed at 108,951 hours.

Auxiliary Engines

Overhaul records of the generator engines showed that the forward generator was overhauled at 71,469 hours. The aft generator was overhauled at 73,206 hours.

Running hours, etc. were recorded in the logbook as follows:

<u>Auxiliary Engine</u>	<u>Total Running Hours</u>	<u>Running Hours Since Previous (top) Overhaul</u>
Forward	74,965	3,496
Aft	76,796	3,590

Spares

Spares are minimal and include the following:

- All spare parts will remain and are located in tool cabinets in the engine room.
- Mechanics tools will remain and are located in tool cabinets in the engine room.

FIREFIGHTING EQUIPMENT

A fixed firefighting system consists of one (1) CO2 bottle fitted in the forward storeroom for the adjacent paint locker.

Portable Fire Extinguishers were inspected in April 2026.

Portable Fire Extinguishers

- One (1) CO2 fire extinguisher on the bridge.
- One (1) CO2 fire extinguisher in the 02 level passageway.
- One (1) CO2 fire extinguisher in crew mess.
- One (1) ABC fire extinguisher in the crew mess.
- One (1) ABC fire extinguisher in the lab.
- One (1) CO2 fire extinguisher in the lab.
- One (1) ABC fire extinguisher in the electronics room.
- One (1) CO2 fire extinguisher in the electronics room.
- Three (3) CO2 fire extinguishers in the transducer space.
- Two (2) ABC fire extinguishers in the engine room.

Fire Stations

All equipped with one (1) each 50' X 1 ½" hose, vari nozzle, and spanner wrench.

- One (1) port breezeway.
- One (1) starboard breezeway.
- One (1) 2nd deck crew, berthing passageway.
- One (1) fantail with fire axe.
- One (1) fire axe aft deck house, 01 level.
- One (1) fire axe 2nd deck crew, berthing passageway.

Emergency fuel shut off remote station located fantail aft at main engine room emergency escape hatch.

One (1) single door damage control locker with firefighting equipment located at aft deck house winch deck.

One (1) double door damage control locker with firefighting equipment located on fantail aft of fiddly room.

LIFESAVING EQUIPMENT

The vessel was fitted with two (2) 25-man inflatable life rafts. Both life rafts had been removed from the ship for inspection at the time of this survey.

On the bridge were located two (2) line-throwing rockets (expire July 2028), six (6) red handheld flares (expire March 2028), and twelve (12) red parachute flares (expire March 2028).

Two (2) Emergency Position Indicating Radio Beacons (EPIRB) were located one (1) each on the flying bridge and the navigation bridge. One (1) Search and Rescue Radar Transponder (SART) was located on the starboard side weather deck on the 01 level.

One (1) medical locker was located in the 01 level passageway, equipped with two (2) first aid kits, oxygen bottles, and automated external defibrillator (AED).

Two (2) stokes litters were located one (1) each in the forward storeroom and lab.

One (1) rigid inflatable boat with 25 HP Yamaha outboard motor was fitted to a cradle of the starboard side main deck aft.

Life Rings

All life rings are 30" unless otherwise noted.

- One (1) port bridge wing with DML.
- One (1) starboard bridge wing with DML.
- One (1) port forward bridge wing bulwark with combination DML and Smoke.
- One (1) starboard forward bridge wing bulwark with combination DML and Smoke.
- One (1) forecastle at deck house, no DML.
- One (1) aft deck house winch deck with DML.
- One (1) fantail mounted to port incline ladder to winch deck, no DML.
- One (1) fantail at number 4 fire station, no DML.
- One (1) fantail at aft deck house starboard gangway with DML and throw line.

Life Preserver (type 3)

- Six (6) working life vests located on fantail in overhead stowage.
- One (1) LIFESLING 2 located on fantail in overhead at fiddly room access door.
- One (1) LIFESLING 2 located on winch deck port side.
- One (1) deluge wash shower station at fiddly room access door

CONDITION

A full thickness determination survey was conducted on 22 September 2021.

A review of the report showed a significant reduction in the thickness of the bottom plating in isolated areas of the steering gear room and engine room. It was reported that a more recent thickness determination survey had been conducted, but the documentation could not be located.

The exterior hull coating was found to be in good condition, hard and intact with scattered minor abrasions.

The port/starboard side shell plating was found in fair condition with scattered light indents. Areas of arrested pitting were noted.

The anti-fouling coating appeared hard and intact and in fair condition with light staining at the water line.

No zinc anodes were visible.

Deck plating was in fair condition with coatings showing a 25% breakdown on the forecastle and 15% breakdown on the aft deck from normal wear and tear.

Bulwarks, bulwark stays, safety rails were in good condition with coatings hard and intact. With 5% breakdown.

Deck fittings, such as ventilators, steps, access ladders, were in fair condition with coatings hard and intact with 5% breakdown.

Forecastle Deck, Aft Deck and all levels of main superstructure were in fair condition with hard and intact coatings with no damage noted.

Forepeak Tank was not entered.

Anchor chain and wire appeared in fair condition.

Mooring ropes appeared in good condition

Brake bands on winches were worn but in fair condition.

Platforms, brake levers, gear levers, etc. appeared in fair condition.

Mooring bollards, roller fairleads, Panama leads appeared in good condition

No hydraulic leakage was noted from the deck machinery.

Galley was in fair to good condition with only the deep fat fryer reportedly out of service.

Stores spaces were found adequate with ample shelving storage for both stores and cooking utensils.

Inspection of reefer spaces found them to be in poor condition. The reefer was inoperative with access doors removed from the vessel.

Accommodation was in fair condition with need for light housekeeping.

As far as could be determined, both the safety equipment and the firefighting equipment complied with relevant SOLAS requirements and was in a well-maintained condition.

The wheelhouse and chart room are in good condition.

Charts, pilot books, Notices to Mariners, Tide Tables, List of Radio Signals and all relevant nautical publications are current for this vessel's operation.

The Engine Room and related spaces are in fair condition.

Bilges and areas under floor plates are noted with light oil residue.

Oil main and auxiliary piping systems were in fair condition.

Review of the engine room records indicate required maintenance is being performed according to a set schedule.

CONCLUSION

It is our opinion, as far as could be determined from our cursory examination, without ultrasonic thickness determination, and without opening of machinery, with consideration given to fair wear and tear for the vessel's age, the vessel's condition is fair to good, with the following exceptions:

1. No recent ultrasonic gauging.
2. Forward boom crane out of service.
3. Loss of classification due to out of class repairs to port tail shaft.

RECOMMENDATIONS

1. Perform ultrasonic gauging
2. Repair or remove forward boom crane
3. Rectify port tail shaft repairs and recertify with class

SUMMARY OF VALUES

In the opinion of the undersigned marine surveyor and appraiser, the vessel is estimated to have the following values:

Normal Useful Life	Effective Age	Remaining Useful Life	Replacement Cost New	Fair Market Value
30 Years	28 Years	2 Years	\$18,500,00	\$350,000

These values are considered effective as of 5 June 2026.

It is to be clearly understood that the condition/state of items hereafter reported upon are strictly the opinion of the undernamed and that opinion reflects the condition/state reported at the time of each survey/effective date, taking into consideration the vessel's age, and that items reported upon are described in comparison with vessels of similar age and type. The opinion of value is only for the stated valuation date, which is 5 June 2026. The opinion of value is only for the stated purpose, which is Presale.

DEFINITION OF VALUES

The source of the following definitions is Valuing Machinery and Equipment: The Fundamentals of Appraising Machinery and Technical Assets, 4th Edition:

Fair Market Value is defined as an opinion, expressed in terms of money, at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts, as of a specific date.

Effective Date is the date to which an appraiser's analyses, opinions, and conclusions apply.

Normal Economic Life or Economic Useful Life is the estimated period, usually stated in number of years, that a new property may be profitably used for the purpose for which it was intended. Stated another way, Economic Life is the period that a new property can be used before it would benefit the Owner to replace it with the most economical replacement property that could perform an equivalent economic service. Economic Useful Life is the estimated number of years that a new property will be used before it is retired from service.

Effective Age is the apparent age of an asset in comparison with a new asset of like kind. That is the age indicated by the actual condition of a property.

Remaining Economic Life is the estimated period, usually stated in number of years, during which a property of a certain age is expected to continue to be profitably used for the purpose for which it was intended. In a simplified analysis, it can be approximated by deducting the asset's Effective Age from its Economic Life.

Replacement Cost New is the current cost new of a similar new property having the nearest equivalent utility to the property being appraised, as of a specific date.

METHODOLOGY

There are three (3) approaches to valuation that should be considered in any appraisal. These are the Income Approach, the Sales Comparison Approach, and the Cost Approach. Every asset has unique properties that dictate which approach to valuation is most applicable. The premise of value and the purpose for which the value conclusions are developed are also factors in the decision. For the purposes of this appraisal, all three (3) approaches to value were considered, but or and only the Cost Approach and Sales Comparison Approaches were utilized.

Income Approach

The Income Approach establishes the value of the property based on capitalization of the net earnings or cash flow. The Income Approach is typically used in the valuation of assets which produce, or can produce, an identifiable stream of income or cost savings that can be uniquely quantified. The vessel does not currently produce an income.

The Sales Comparison Approach

The Sales Comparison Approach establishes value through analysis of recent sales of comparable property. An analysis was made of the differences between the comparable property and the subject property, and the sales price was correspondingly adjusted to arrive at indications of the subject's value. The Sales Comparison Approach is commonly employed in the appraisal of machinery and equipment and other replaceable property for which there is a known and active used market. The following sales/listings were compiled:

Vessel	Year Built	Value Driving Characteristic	Condition	Source	Sales/listing Price
150 ft Steel Research Vessel	N/A	150 ft steel hull, research-configured, stern capstans, centrifuge, workshop.	Expired ABS load line certs. As-is.	Ocean Marine Brokerage Service, active listing	\$90,000 (asking)
137 ft Steel Standby / Safety Vessel	N/A	137 ft steel hull. Actively trading as of Dec 2025. Similar LOA to subject.	Local class and certs current. Operational.	Ocean Marine Brokerage Service, active listing Dec 2025	\$295,000 (asking)
140 ft Steel Standby / Safety Vessel	N/A	140 ft steel hull. Certs valid to Nov 2028. 2 cargo holds approx. 275 m ³ .	Fully certificated. All certs valid Nov 2028.	Ocean Marine Brokerage Service, active listing	\$495,000 (asking)
150 ft Steel Utility Vessel 1400 HP	1978	Similar LOA and horsepower	USCG COI current.	Lee Felterman & Associates, recent sale	\$212,000 (Sale Price)
150 ft Steel Utility Vessel (same 1981 vintage)	1981	150 ft steel utility vessel. Bow thruster. 99 GT. 12 knots. Same build year as subject.	USCG COI current.	Lee Felterman & Associates, recent sale	\$159,000 (sale price)
150 ft Steel Utility Vessel (1981, bow thruster)	1981	150 ft steel utility vessel. Same build year. Bow thruster. Good condition. 99 GT.	USCG certified.	Lee Felterman & Associates, active listing	\$215,000 (Sale Price)
Scrap floor reference	1981	(~285 MT LDT @ \$219/LDT net)	N/A — scrap basis.	Local Scrapyards	\$65,500 (calculated floor)

The Cost Approach

The Cost Approach is based upon the presumption that an informed purchaser would pay no more for a property than the cost of producing a substitute property with equal utility. When the Cost Approach is incorporated, data regarding the property specifications and price-governing factors are accumulated. In this case, Replacement Cost New was calculated based on current steel costs and budgetary estimates from similar builds. From this Cost New or Replacement Cost New, deductions are made for such factors as physical deterioration and any functional and economic obsolescence that might exist. Data indicates that normal useful life of an oceangoing research vessel is 30 years. This vessel has greatly exceeded that lifespan. The effective age of the vessel was adjusted to reflect the condition of the vessel at the time of survey. The Cost Approach estimates a vessel in good condition with consideration for fair wear and tear would have a fair market value of \$600,000. Deductions were made factoring the vessel's steel thickness issues, expiring documentation, and high engine hours. Given the extended age beyond normal useful life for a vessel of this type, the Cost Approach was considered but not heavily relied upon for the values contained herein.

CORRELATION OF VALUE

In the subject appraisal, it is our opinion that the Sales Comparison Approach, with some weight given to the Cost Approach gives the best indicator of value. The Income Approach was not utilized as the vessel does not produce an income currently. This Correlation of Value is based on a subjective professional valuation opinion utilizing our prior experiences with valuing assets, and how those prior valuations and their respective opinions regarding correlation of value relate to our current perception of the quantity and quality of information inherent in the valuation of the vessel.

APPRAISER'S QUALIFICATIONS

Mr. Lee "Max" Scafidi is a highly experienced marine professional with over 15 years of sailing experience in the marine transportation industry, with a strong background in shipboard leadership and management. After graduating from the United States Merchant Marine Academy in 2006, Mr. Scafidi embarked on a successful career as an officer aboard coastwise and oceangoing U.S. Flag oil tankers, as well as Captain on near coastal and inland towing vessels. He holds an oceangoing license as a Master of self-propelled vessels less than 1,600 gross registered tons, a Master of towing vessels upon oceans, and a Second Mate's license of any gross tonnage.

In addition to his extensive sailing experience, Mr. Scafidi is also an experienced NAMS Certified Marine Surveyor and Marine Asset Appraiser. He has conducted numerous surveys and appraisals of various inland and oceangoing vessels, barges, cranes, and waterside facility equipment, and specializes in the appraisal of commercial marine assets. His expertise in marine surveying and comprehensive knowledge of conducting appraisals allows him to assess the condition and value of marine assets accurately.

Mr. Scafidi's qualifications extend to his membership in the American Society of Appraisers (ASA), where he is an Accredited Member (AM) specializing in commercial marine equipment. He is well-versed in industry standards and conducts marine appraisals compliant with the Uniform Standards of Professional Appraisal Practice (USPAP).

CERTIFICATION

I certify that, to the best of my knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report and no personal interest with the parties involved. (If you do, state what it is here)
4. I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment. (If you have, state what has been done here. If someone other than you have performed a task for the Company, state what the task was and specifically state that you were not involved)
5. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. My engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value of the opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of the appraisal.
8. My analyses, opinions, and conclusions were developed, and this report was prepared in conformity with the Uniform Standards of Professional Appraisal Practice.
9. An inspection of the property that is the subject of this report was conducted by Mr. Jimmy George NAMS-CMS, and Captain Steven Delong, NAMS-CMS.
10. No others have provided significant personal property appraisal assistance to the person signing this certificate.

11. The American Society of Appraisers has a mandatory recertification program for all its Accredited members. I am in compliance with the requirements of that program.

* * * * *

This survey was undertaken and survey report is submitted without prejudice and for the benefit of whom it may concern.



Lee (Max) Scafidi NAMS-CMS,
Marine Surveyor/Appraiser
Sabine Surveyors, Ltd.



ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



1. R/V CAPE HATTERAS, while lying afloat at Cape Fear Community College, near Wilmington, North Carolina on 29 April 2026



2. Starboard bow

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



3. Starboard side



4. Starboard side water line

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



5. View of the stern



6. Starboard side from aft

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



7. Signs of arrested pitting on starboard side



8. Forecastle from Bridge Deck

ATTACHMENT B
**R/V CAPE HATTERAS
PHOTOGRAPHS**



9. Forecastle looking aft



10. Forecastle deck

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



11. Cargo/Stores crane located on starboard side forecassle (reportedly out of certification)



12. Winches for starboard side J-frame

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



13. Main trawl winch on 01 level aft



14. Tugger winch on main deck aft, starboard side

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



15. J-frame on starboard side



16. A-frame at stern for mechanical and acoustic tow lines

ATTACHMENT B
**R/V CAPE HATTERAS
PHOTOGRAPHS**



17. Flying bridge looking forward to port



18. Flying bridge looking aft to starboard

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



19. Bridge looking to port



20. Bridge looking to starboard

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



21. Navigation control area



22. Bridge chart table

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



23. Starlink Fire Alarm Communicator



24. EPIRB located on bridge

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



25. Bridge aft weather deck looking to port



26. Starboard aft deck house overview

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



27. Chart station, starboard deck house



28. . Reversible pitch propeller pilot station with non-follow up rudder control starboard aft deck house

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



29. Trawl winch control, starboard aft deck house



30. Bridge weather deck, aft looking to port

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



31. Bridge weather deck and house looking from port



32. Master and Chief Mate's cabin

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



33. Toilet and shower in head between cabins

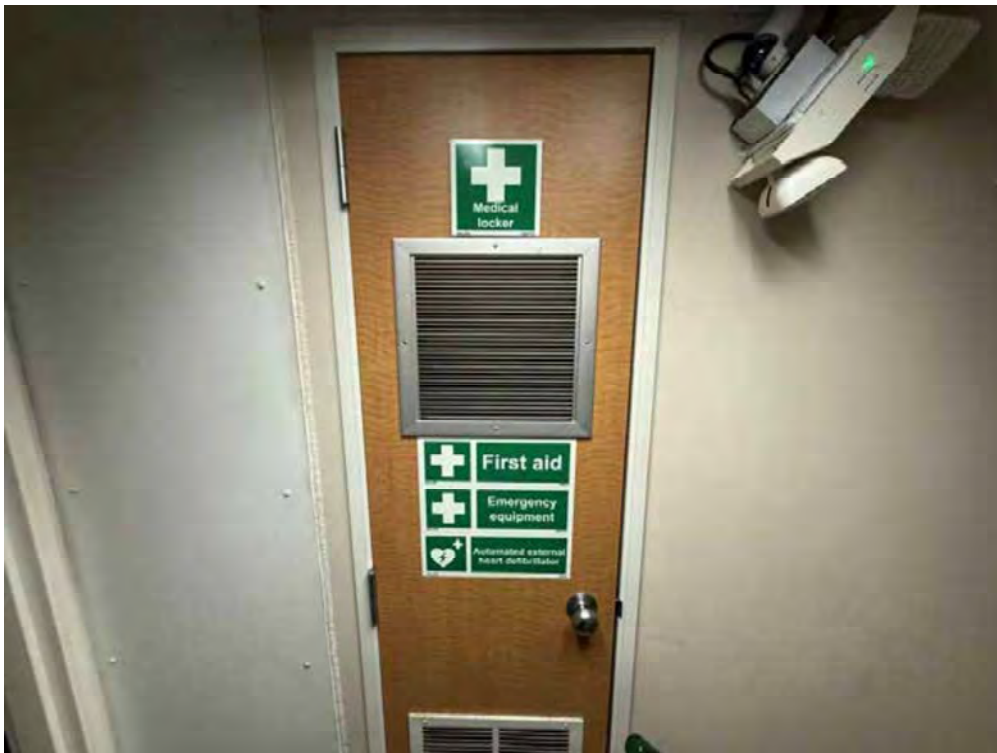


34. Shower in head

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



35. All berthing cabins equipped with one Emergency Escape Breathing Device per bunk

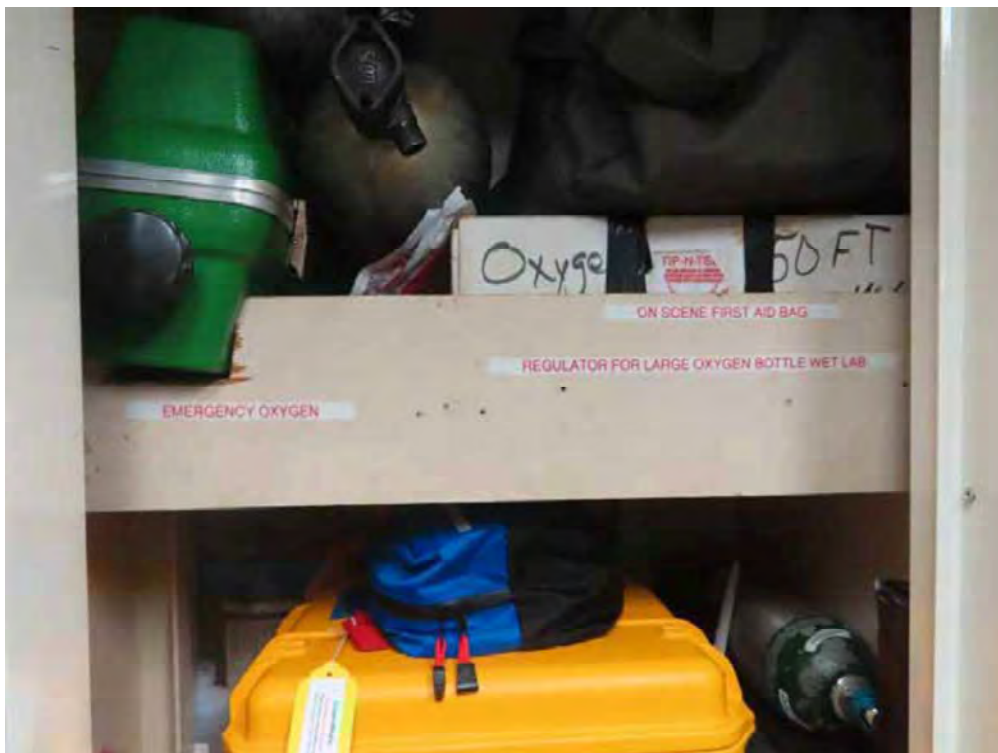


36. Medical locker on 01 level berthing passageway

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS

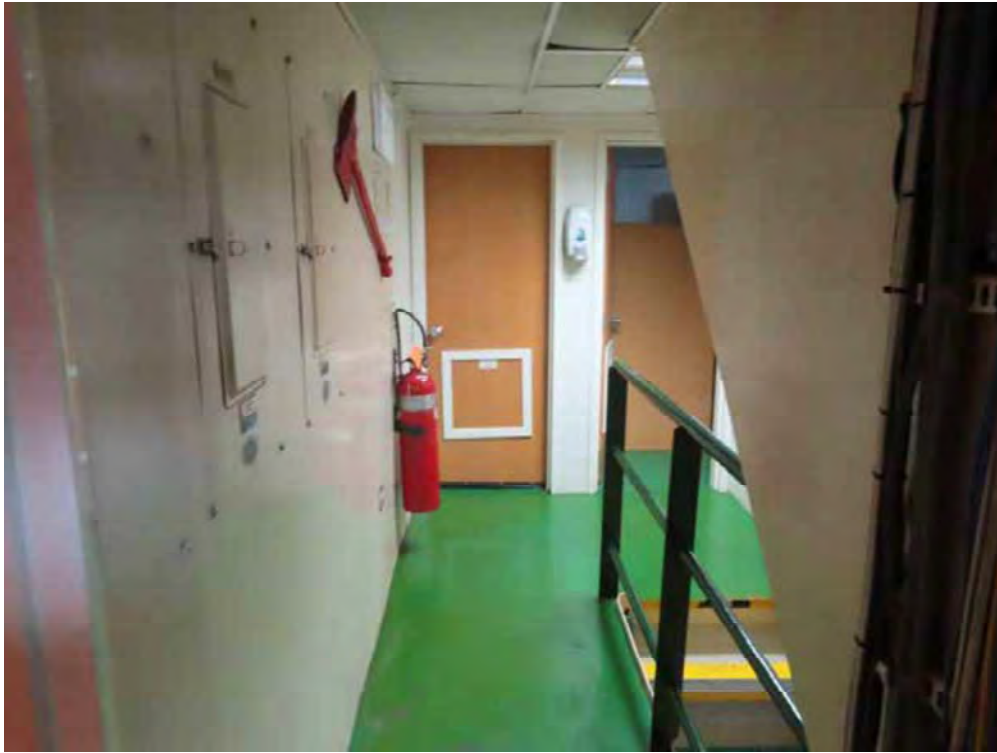


37.01 level medical locker



38.01 level medical locker

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



39. 01 level passageway

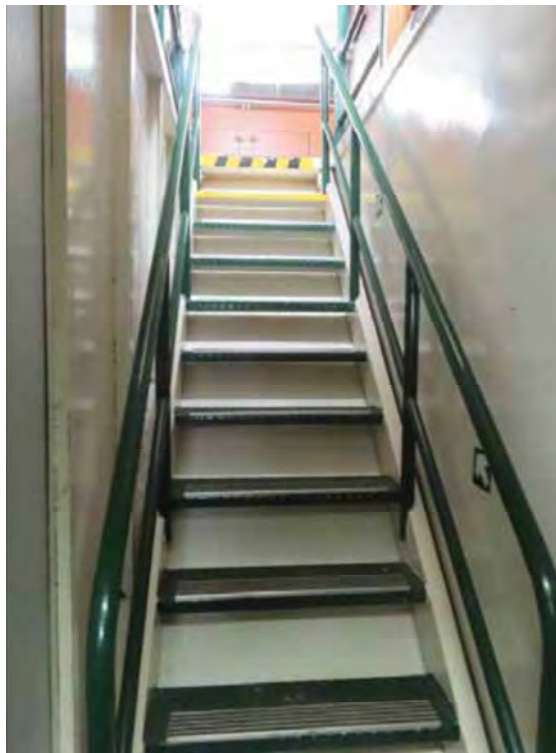


40. 01 level weather deck, starboard side looking forward

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



41 01 level weather deck, port side looking aft

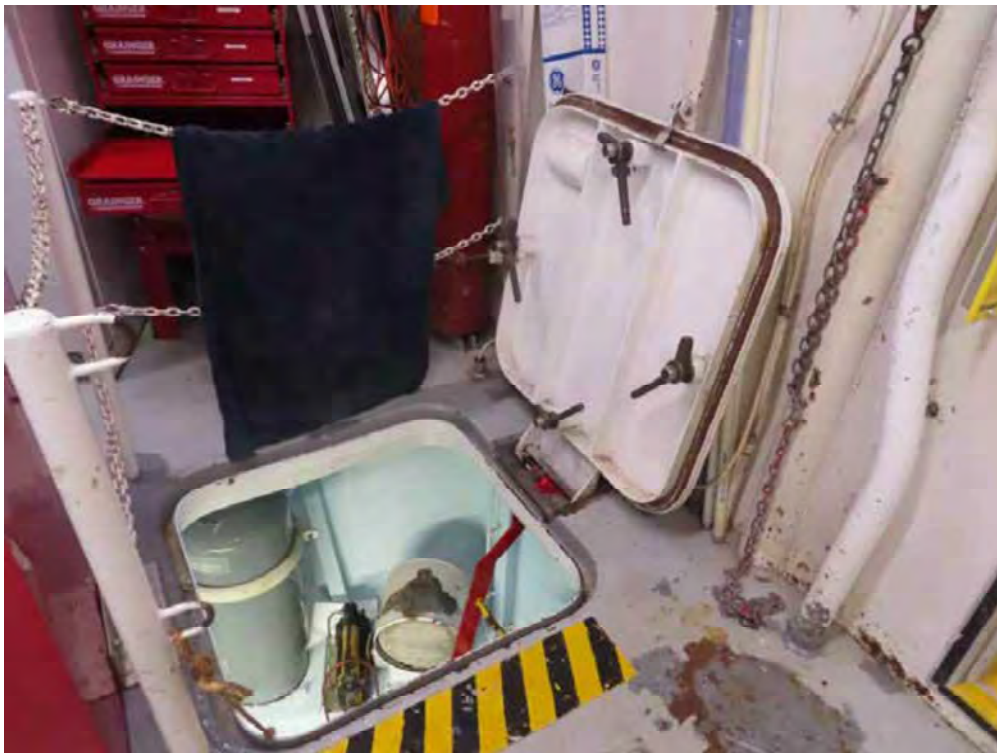


42. Interior ladder from 01 level to main deck

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



43. Paint locker and Bosun's locker on main deck forward



44. Forward pump room accessed from forward storeroom

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



45. Electric water heater



46. Pre-charged water system

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS

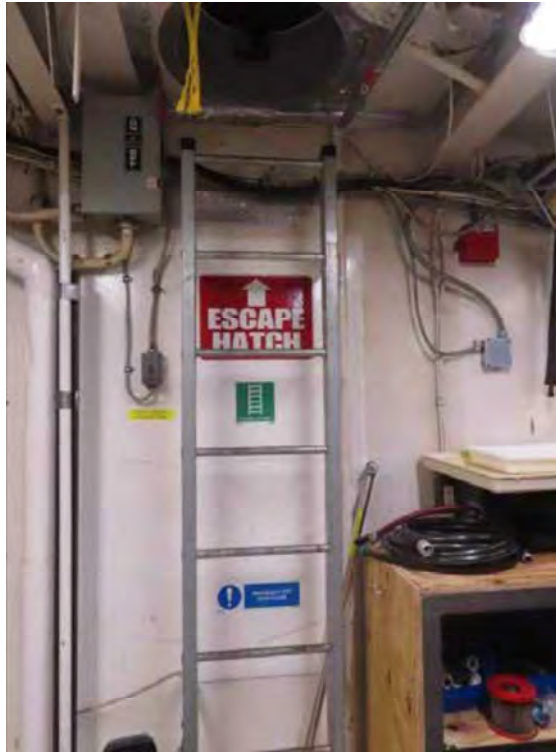


47. Fresh water pump



48. Forward storeroom

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



49. Escape ladder from forward storeroom to forecastle



50. Escape hatch on forecastle deck

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



51. Laundry room



52. Watertight door in crew mess leading crew cabins and engine room

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



53. Crew mess looking forward



54. Crew mess looking aft

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



55. Forward pantry



56. Main galley rack oven/microwave and cabinets

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



57. Main galley oven/cooktop and deep fryer (Fryer reportedly inoperative)



58. Main galley refrigerator

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



59. Main galley double sink with stainless steel top and cabinets

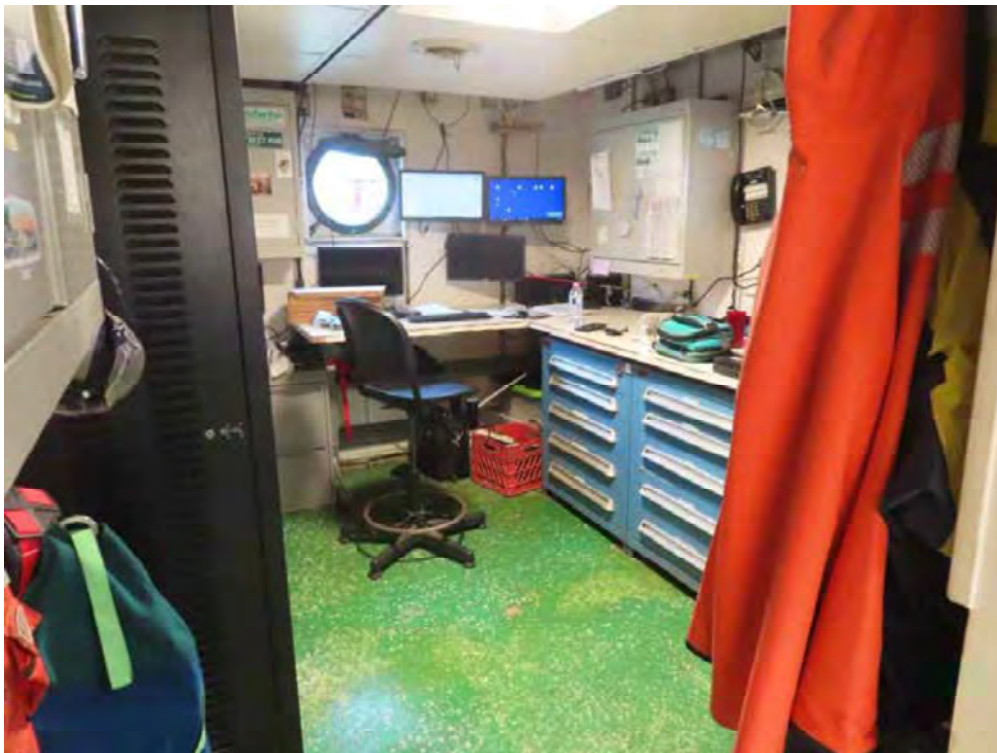


60. Forward pantry with deep sink and dishwasher

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



61. Deep freezer (inoperative with door removed)



62. Electronics room aft of crew mess

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



63. Gyro compass



64. Gyrocompass control panel

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



65. Electronics cabinet

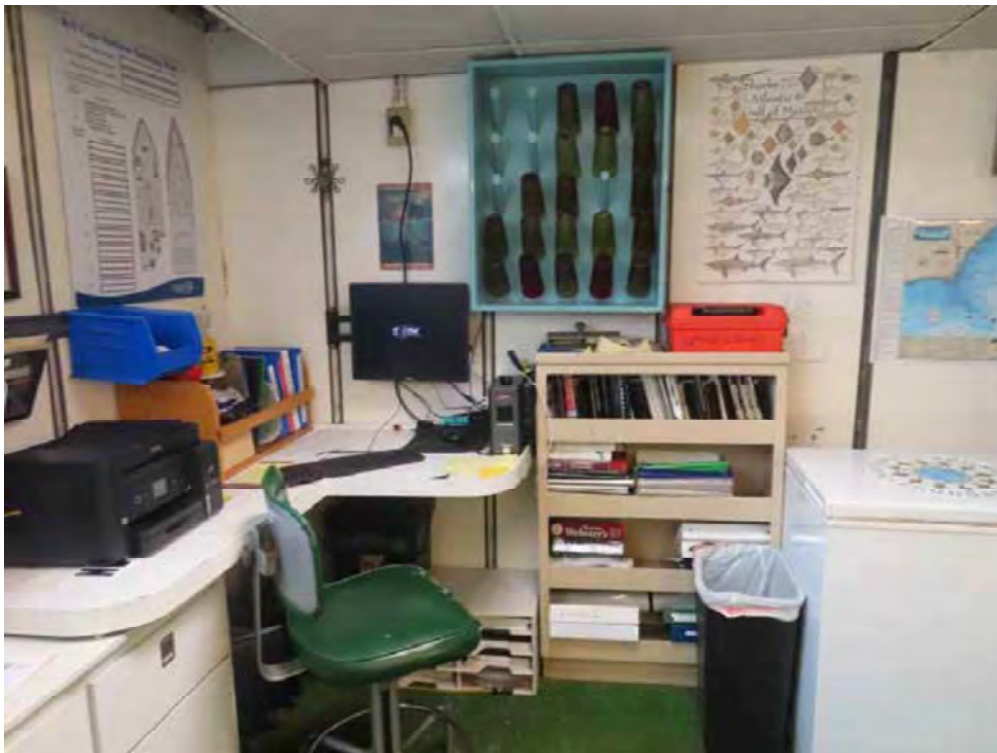


66. Electronics room looking to port

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



67. Lab looking forward



68. Work station

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



69. Freezer and AC unit



70. Cabinet, printer and microwave ovens

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



71. Handheld radios



72. Sink

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



73. Testing area



74. Typical watertight door access to weather decks

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



75. Watertight door to engine room



76. Starboard main engine

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



77. Port main engine



78. Forward generator

ATTACHMENT B
R/V CAPE HATTERAS
PHOTOGRAPHS



79. Small leaks on main engine



80. Alarm panel

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81. Air compressors



82. Air receiver

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83. Bilge and fire pump



84. Fresh water maker system

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85. Main trawl winch motor



86. Steering gear pump and hydraulic tank

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87. Rudder head



88. Electrical distribution panel in electrical room on main deck

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89. One of three Damage control lockers with ample gear

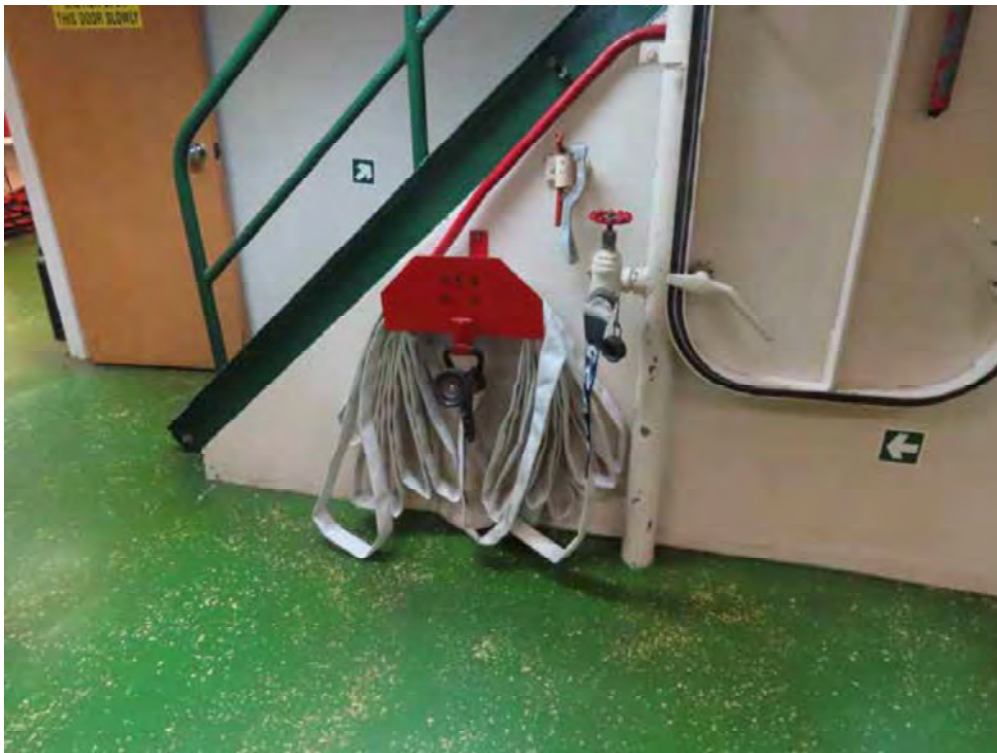


90. Fixed CO2 bottle for paint locker fire firefighting system

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91. Typical portable fire extinguisher station

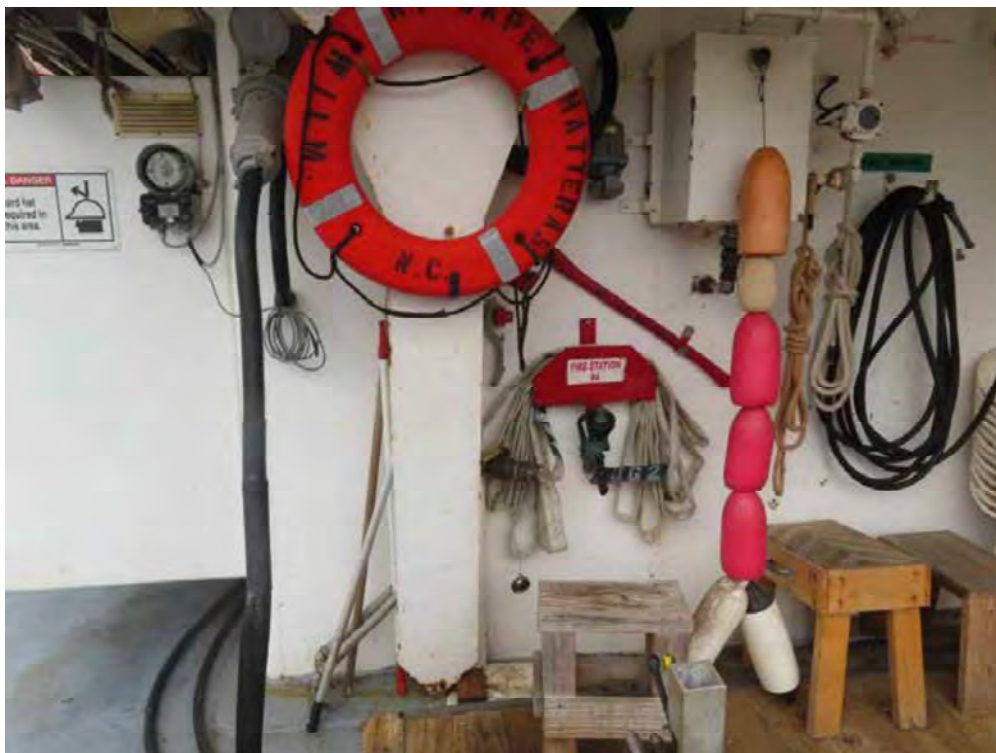


92. Interior fire hose station

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93. Typical CO2 portable fire extinguisher station



94. Life ring and fire station

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95. SART mounted on starboard side 01 level



96. EP|IRB mounted on flying bridge

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97. Red flare



98. Red parachute flare

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99. Line throwing rocket



100. Rigid inflatable boat on starboard side aft