



DUNCAN SHOEMAKER & ASSOCIATES, LLC

MARINE CONSULTANTS AND SURVEYORS

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SURVEY REPORT

Project No. CTMT001

December 29, 2024

COVERING

ON-HIRE CONDITION, BUNKER, AND VALUATION SURVEY

POLLUTION RESPONSE VESSEL "MELISSA C"
1,335GRT

EX- "PARK RESPONDER"

In accordance with instructions by, and at the request of Crowley Marine Services of Seattle, WA, we, the undersigned Marine Surveyors, did attend on board the above-named vessel to conduct an On-Hire Condition and Valuation Survey, prior to commencement of a period of charter, and to report on the general condition, of which we now report as follows:

Survey Requested by:

Mr. Chase Henderson, VP-Operations
Curtin Maritime, 725 Pier T Ave.
Long Beach, CA, 90802

PARTICULARS OF ATTENDANCE

Attendance was made onboard the vessel whilst alongside the commercial dock in Port Angeles, WA, on December 05, 2024, in the presence of Captain Geoff Quillen, Master of the vessel.

The services of this Company are offered and this report or certificate is issued on the following condition:

That while the officers and the Board of Directors of Duncan Shoemaker & Associates, LLC, has used their best endeavors to select competent surveyors and to ensure that the functions of the Company are properly executed, neither the officers nor the Directors nor Duncan Shoemakers & Associates, LLC, are under any circumstances whatsoever to be held responsible for any error of judgment, default or negligence of any surveyor or other employee or representative of the Company or for any inaccuracy, omission, misrepresentation or misstatement in any report or certificate.

COVERING ON-HIRE CONDITION, BUNKER, AND VALUATION SURVEY
POLLUTION RESPONSE VESSEL "MELISSA C" (ex- PARK RESPONDER) 1,335GRT
PROJECT NO. CTMT001

PARTICULARS OF VESSEL (Attachments No. 1, Vessel Certificates)

Vessel:	M/V "PARK RESPONDER"
Owners/Managers:	Marine Spill Response Corporation 220 Spring St. Ste. 500 Herndon, VA, 20170
Official No.:	983103
IMO No.:	9043835
Built:	1992 / Halter Marine, Moss Point, MS
Type:	Oil Recovery and Pollution Response
Dimensions:	L.O.A.: 190.7' Breadth: 44.0' Depth: 17.0'
Tonnages:	Gross: 488GT / 1,335GT ITC Net: 354NRT / 400NRT ITC

Vessel Certification

<u>Certificate</u>	<u>Date of Issue</u>	<u>Date of Expiry</u>
Federal Comm. License	14-Nov-2017	02-Sep-2028
COI	17-Feb-2022	23-Feb-2027
COD	15-May-2024	30-Jun-2025
CSSRC	12-Feb-2024	12-Feb-2025
Class	12-Apr-2021	22-Feb-2026
Int. Loadline	12-Apr-2021	22-Feb-2026
Int. Tonnage Certificate	14-Apr-2008	N/A

PARTICULARS OF SURVEY

The vessel was moored, alongside and afloat, starboard side to the commercial dock in Port Angeles, WA. The extent of this survey was restricted to a visual inspection of all accessible compartments and decks. Vessel tanks were not opened and ventilated and, along with the underwater hull, were not inspected. Electronic equipment was energized and can be considered operational, unless otherwise noted. Model and serial number are noted where sighted.

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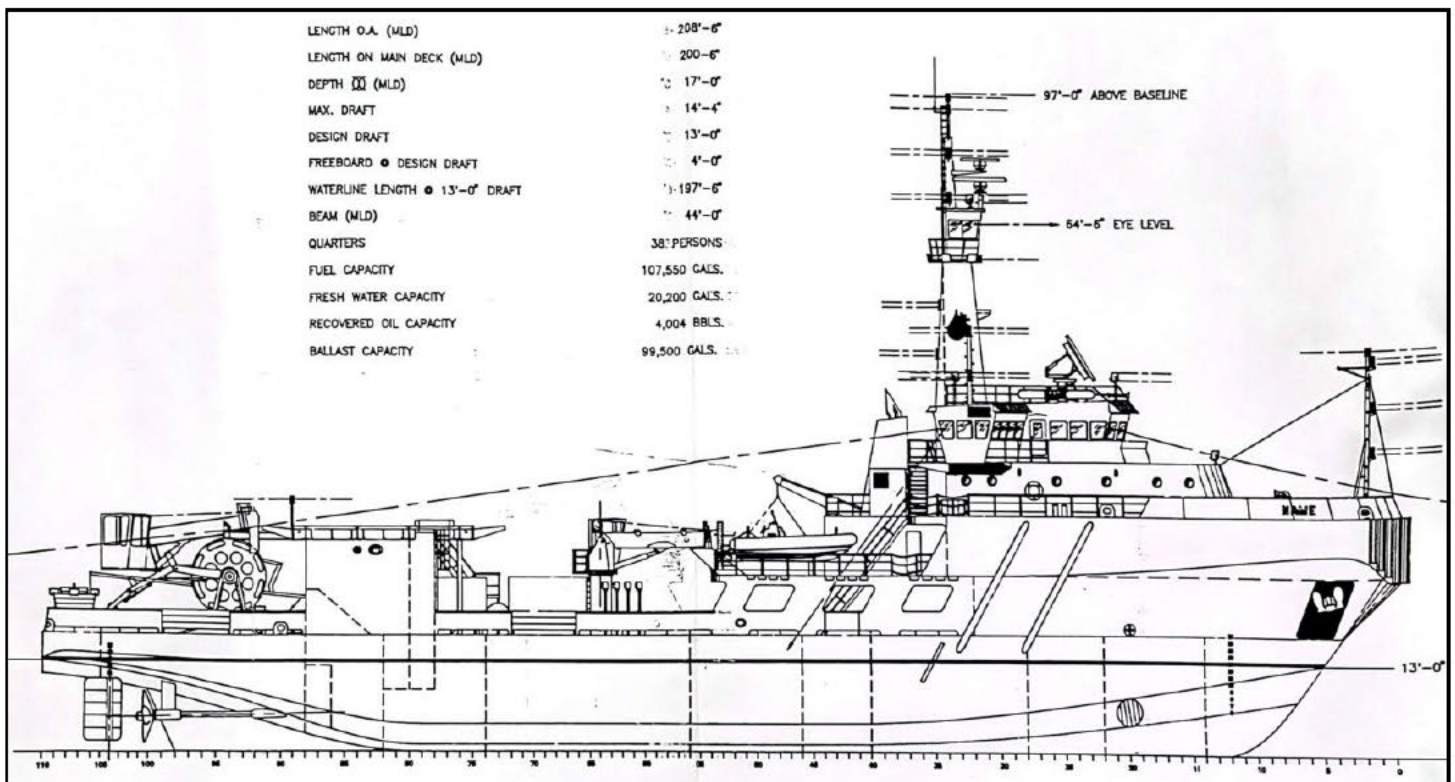
Hull [Photograph Nos. 001-010]

The primary material for the hull and superstructure is steel. The framing system is a combination of longitudinal and transverse framing. Scantlings are based on a loadline draft of 14'-08".

The main deck and foc'sle deck plating is sized to meet or exceed ABS rules. The deck is designed to withstand a minimum loading of 1,000PSF for all exposed work areas on the aft main deck. The sheer strake is 45" deep and 1" thick from transom tangent to within 30' of the bow stem. The foc'sle plating is 3/8" thick, except in way of the rubber fenders where it is 1" thick. The balance of side plating forward and below the sheer strake is of 1/2" thickness. Bottom plating is reportedly not less than 1/2".

Diagonal pipe fenders fabricated from 12" schedule 40 pipe are installed on both sides of the hull between Fr. Nos. 22 and 35.

A ramp cutout is installed at the stern of the vessel with a 12' x 10" McElroy 20,000lbs roller inset into the turn of the ramp.



Picture 1: General Layout

The hull, where visible, appeared in good condition with no heavy scraping, major gouges, indentations or doubler plates observed. Paint coating was observed to be in good condition and intact throughout, with only mild spot corrosion sighted in isolated areas.

05-Level – Crow’s Nest [Photograph Nos. 011-019]

The main mast casing structure is part of the after section of the pilot house and extends upwards, supporting the crow’s nest, along with various electronic components.

The crow’s nest is fitted with a Hose-McCann sound powered telephone, Model No. SW.

The mast’s interior casing is fitted with the following equipment, where sighted:

- 1 x box – Windspeed sensor relays
- 1 x box – 24V disconnect switch
- 1 x Phase Three smart charger – S/N 1303088
- 1 x Altech Corp 24V power supply
- 1 x 24V junction box
- 1 x LaMarche Constavolt GA battery charger / Model No. A22-10-12V-A1 / S/N: L-2021-2
- 1 x LaMarche Constavolt Emergency lighting battery charger / Model No. A22-10-12V-A1 / S/N: L-2023-2
- 1 x General Alarm junction box
- 1 x Automatic emergency lighting fuse panel
- 1 x UPS power junction box
- 1 x GPS/Navtex Furuno PR-240 power supply – S/N: 030583
- 1 x VHF Transceiver A Furuno PR-240 power supply – S/N: 030654
- 1 x VHF Transceiver B Furuno PR-240 power supply – S/N: 030653
- 1 x Inmarsat Furuno PR-240 power supply – S/N: 030652
- 1 x Gyrosphere 5000 gyro compass – S/N: 75464
- 1 x HF power supply junction box
- 1 x Pilot house A/C compressor control box
- 1 x Pilot house strip heater control box
- 1 x Command & Control A/C compressor control box

All fitted items, including doors, railings, ladders, platforms, lights and associated equipment, visually appeared to be in a satisfactory condition with no damage or deformation noted. Paint coating satisfactory and corrosion minimal.

04-Level – Pilot House Top [Photograph Nos. 020-023]

The top of the pilot house is accessed via a vertical rung ladder on the after exterior bulkhead of the pilot house. Safety railings are installed around the perimeter and are attached to the sides of the crow’s nest trunk.

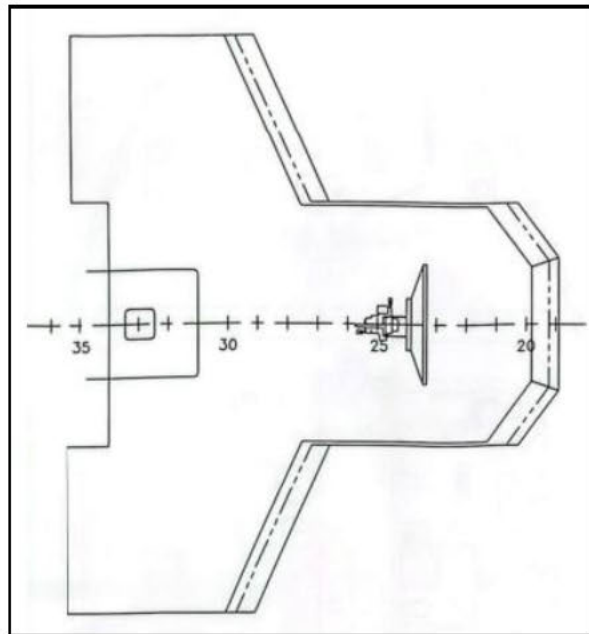
The top of the pilot house is fitted with the following equipment, where sighted:

- 1 x Navtex NX-7H antenna – S/N: 011842
- 1 x Furuno IC-115 antenna – S/N: 100111
- 1 x VHF A antenna
- 1 x VHF B antenna
- 1 x Intellian receiver dome

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1 x CX4-9 antenna
1 x VHF A GMDSS receiver antenna
1 x Furuno GPA-017S GPS antenna – S/N: 329077
1 x Furuno DGPS antenna type GPS-019S – S/N: 03260
1 x Garmin antenna
1 x Foghorn set
1 x Furuno Fax 5 weather fax antenna – S/N: 49814
1 x Cobham Sailor Dome – Model 7509B – S/N: 1143340010: A31412A27
1 x Furuno XN24AF radar antenna – S/N: A030-2828
1 x Furuno RSB096 marine radar unit – S/N: R178-1538
1 x Furuno XN20AF radar antenna – S/N: A021-7399
1 x Furuno RSB096 marine radar unit – S/N: R134-9466
1 x Carlisle and Finch searchlight – S/N: 67531

All fitted items, including railings, ladders, lights and associated equipment, visually appeared to be in a satisfactory condition with no damage or deformation noted. Paint coating satisfactory and corrosion minimal.



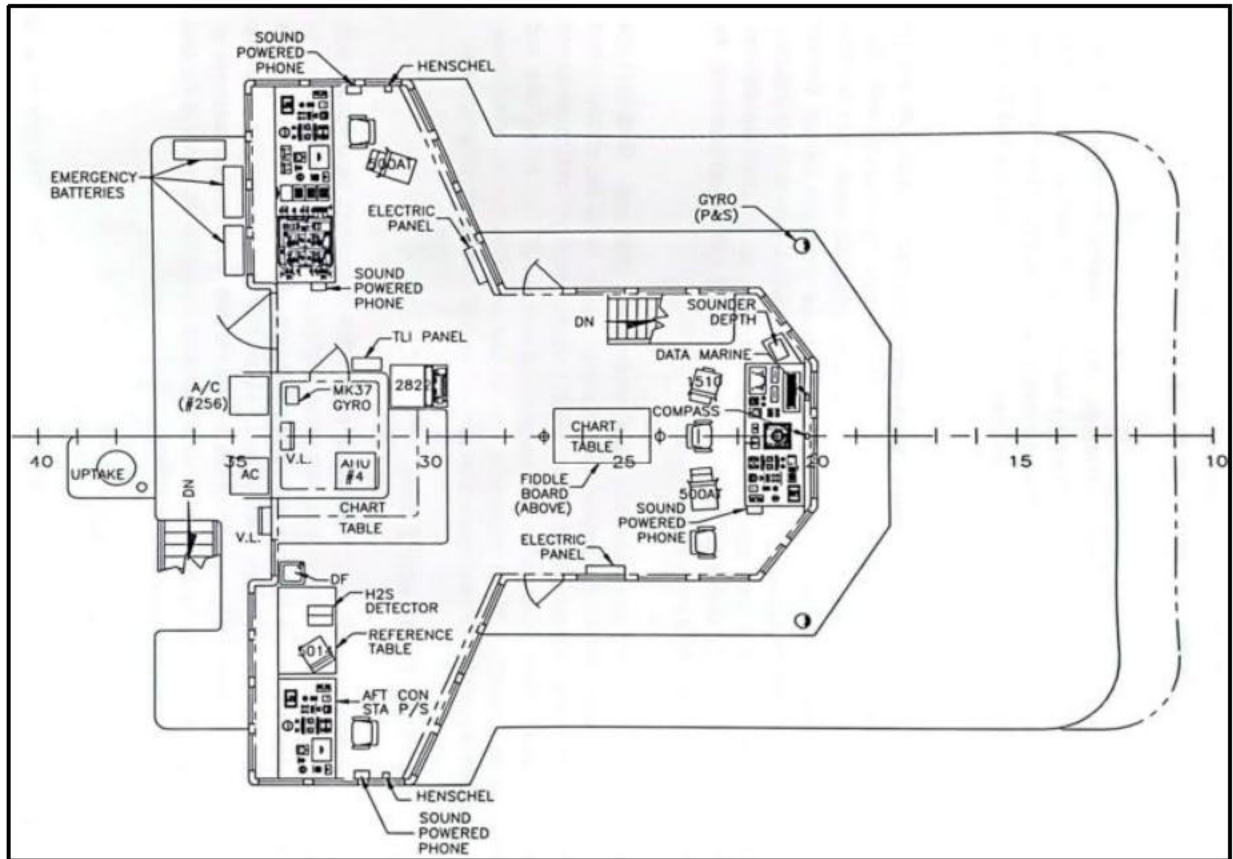
Picture 2: 04 Level – Pilot House Top

03-Level – Pilot House [Photograph Nos. 024-043]

The pilot house is fitted with three (3) main control consoles, one (1) forward and two (2) aft. A chart table, fitted with drawers for charts, is fitted in the center of the pilot house, with an additional chart table fitted to the forward side of the crow's nest mast casing.

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Internal access is via an inclined ladder located to port. External access is via a watertight door aft on the port side. Two (2) doors, one (1) each to port and starboard, provide access to the forward exterior walk-space in front of the pilot house.



Picture 3: 03-Level – Pilot House

Equipment fitted to forward of the pilot house: [Photograph Nos. 024-028]

- 1 x Siemens general alarm panel
- 1 x Furuno MU-201CR marine radar monitor – S/N: 005851
- 1 x Furuno RPU-013 marine radar processing unit – S/N: 4317-9855
- 1 x Garmin GPSmap SXV display
- 1 x Furuno CV-295 depth sounder – S/N: 2257-4257
- 1 x Remote alarm display panel
- 1 x Steering control panel
- 1 x Rudder angle indicator
- 1 x Foghorn activation button
- 1 x Anchor windlass controls
- 1 x Fire pump controls
- 1 x Furuno RB-8800 VHF Transceiver remote station – S/N: 001812
- 1 x Furuno RB-8800 VHF Transceiver remote station – S/N: 001813
- 1 x Ritchie steering compass
- 1 x Flood light control set

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- 1 x International Offshore Datamarine depth sounder
- 1 x Main engine No. 1 emergency shutdown
- 1 x Non-followup steering control
- 1 x Sperry Marine Navipilot 4000
- 1 x Henschel Commander intercom system
- 1 x Gas detection alarm silence switch
- 1 x Bowthruster control set
- 1 x Main engine control set
- 1 x General alarm activation switch
- 1 x Furuno FA-170 AIS
- 1 x Cisco IP7945 phone
- 1 x Furuno EC-3000 electronic chart display – S/N: 4395-3315
- 1 x Furuno MU-231 marine monitor unit – S/N: 8089-0294

Equipment fitted above the center chart table: [Photograph No. 029]

- 1 x Xantrex battery monitor
- 1 x Furuno HF radio
- 1 x Furuno VHF Transceiver A
- 1 x Furuno VHF Transceiver B
- 2 x Furuno GP-150 GPS
- 1 x Inmarsat IC-305 distress activation unit – S/N: 018694
- 1 x Inmarsat IC-305 distress call rx unit – S/N: 018816
- 1 x Furuno temperature indicator
- 1 x Sperry Marine Naviknot speed log

Equipment fitted to the port side of the pilot house: [Photograph Nos. 030-033]

- 1 x Control panel for oil recovery system
- 1 x Metritape recovered oil tanks control panel
- 1 x Clearview screen controller
- 1 x Inventive Systems Inc. Oil Sentry OS-100 monitoring system
- 1 x Hydraulic system transfer pump control panel and emergency shut-off
- 3 x Alten-Bradley PanelView Plus 600 displays
- 1 x Hydraulic pressure/temperature display
- 1 x CCTV video monitor
- 1 x Furuno RB-8800 VHF Transceiver A remote station
- 1 x Furuno RB-8800 VHF Transceiver B remote station
- 1 x Non-followup steering control
- 1 x Sperry Marine Navipilot 4000
- 1 x Rudder angle indicator
- 1 x Foghorn activation button
- 1 x Helicopter emergency wave-off light
- 1 x Port/starboard engine emergency shutdown
- 1 x Bowthruster control set
- 1 x Main engine control set
- 1 x Hose-McCann sound powered telephone

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- 1 x Intercom station
- 1 x Electronics panel
- 1 x Emergency station with immersion suits/hard hats

Equipment fitted forward of the crow's nest casing: [Photograph Nos. 034-035]

- 1 x Furuno FAR2827 marine radar – S/N: 7457
- 1 x Furuno NV-700 Navtex receiver
- 1 x Furuno NX-7001 Navtex receiver unit – S/N: 8523-6696
- 1 x Wind indicator display
- 1 x Marine barometer

Equipment fitted to the starboard side of the pilot house: [Photograph Nos. 036-039]

- 1 x Furuno Felcom 15 Inmarsat-C Mobile Earth Station – S/N: 3561-8606
- 1 x Furuno IB-583 Inmarsat-C terminal unit – S/N: 4942
- 1 x Panasonic Direct 6.0 telephone
- 2 x Furuno PP-510 printers and keyboards
- 1 x Furuno MU-231 marine radar monitor unit – S/N: 8089-0293
- 1 x Furuno RB-8800 VHF Transceiver A remote station – S/N: 001845
- 1 x Furuno RB-8800 VHF Transceiver B remote station – S/N: 001866
- 1 x FURUNO VHF Transceiver
- 1 x Non-followup steering control
- 1 x Sperry Marine Navipilot 4000
- 1 x Rudder angle indicator
- 1 x Foghorn activation button
- 1 x Helicopter emergency wave-off light
- 1 x Port/starboard engine emergency shutdown
- 1 x Bowthruster control set
- 1 x Main engine control set
- 1 x Hose-McCann sound powered telephone
- 1 x Intercom station
- 1 x PFD storage
- 1 x Emergency first aid kit storage
- 1 x Fire extinguisher

Pilot House Deck: [Photograph Nos. 039-042]

External decks were observed to be in satisfactory condition with good paint coating and minimal corrosion.

All fitted items, including railings, ladders, lights and associated equipment, visually appeared to be in a satisfactory condition with no damage or deformation noted.

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02-Level – Foc’sle Deck [Photograph Nos. 044-074]

Internal access to the 02-level is via the central ladder casing. The ladder casing opens to the central passage which runs the length of the space. External access is via a watertight door on the aft side of the house which opens to the central passageway. [Photograph Nos. 044-045]

The ship’s office is located to port aft. The office is equipped with a desk, office chair, filing cabinets, phone and desktop computer. [Photograph Nos. 046-047]

The Captain and Chief Engineer’s staterooms are located on the port side of the space. These rooms share a lavatory and shower. Additionally, the rooms also contain one of each: single berth, wardrobe unit, chest/desk combo, bookshelf, desk chair, berth lamp, sink mirror and cabinet, towel rack, immersion suit storage, telephone, and television. The Captain’s cabin also contains a Henschel Commander 1500 telephone, a Hose-McCann sound powered phone, a Furuno RB-8800 remote station, S/N: 001885 and IC-307 distress activation, S/N: 025937. The Chief Engineers’ room also contains a buzzer and light for the Engineer’s alarm and a Hose-McCann sound powered phone. [Photographs Nos. 048-051]

Crew staterooms are located on the starboard side. Each stateroom is fitted with a berth, desk and storage locker. Each two (2)-crew stateroom shares a head/shower with an adjoining stateroom. [Photograph Nos. 052-054]

The Command-and-Control room/electronics room is located to starboard aft. The space is equipped with a reference table, equipment table, and server racks. We have been informed the bulk of electronic equipment in this space is to be removed/renewed. [Photograph Nos. 055-057]

The forward exterior deck of the 02-level contains the anchor windlass and various bitts, chocks and leads for mooring the vessel. The Fritz Culver Inc., Model FCWH-6 windlass, S/N: FCWH-125-15-087, manufactured in 06-92 is mounted on the centerline. Two (2) fairleads are forward and in line with the windlass gypsies. [Photograph Nos. 058-066]

Two (2) inflatable liferafts are located to port and starboard aft. [Photograph Nos. 067-069]

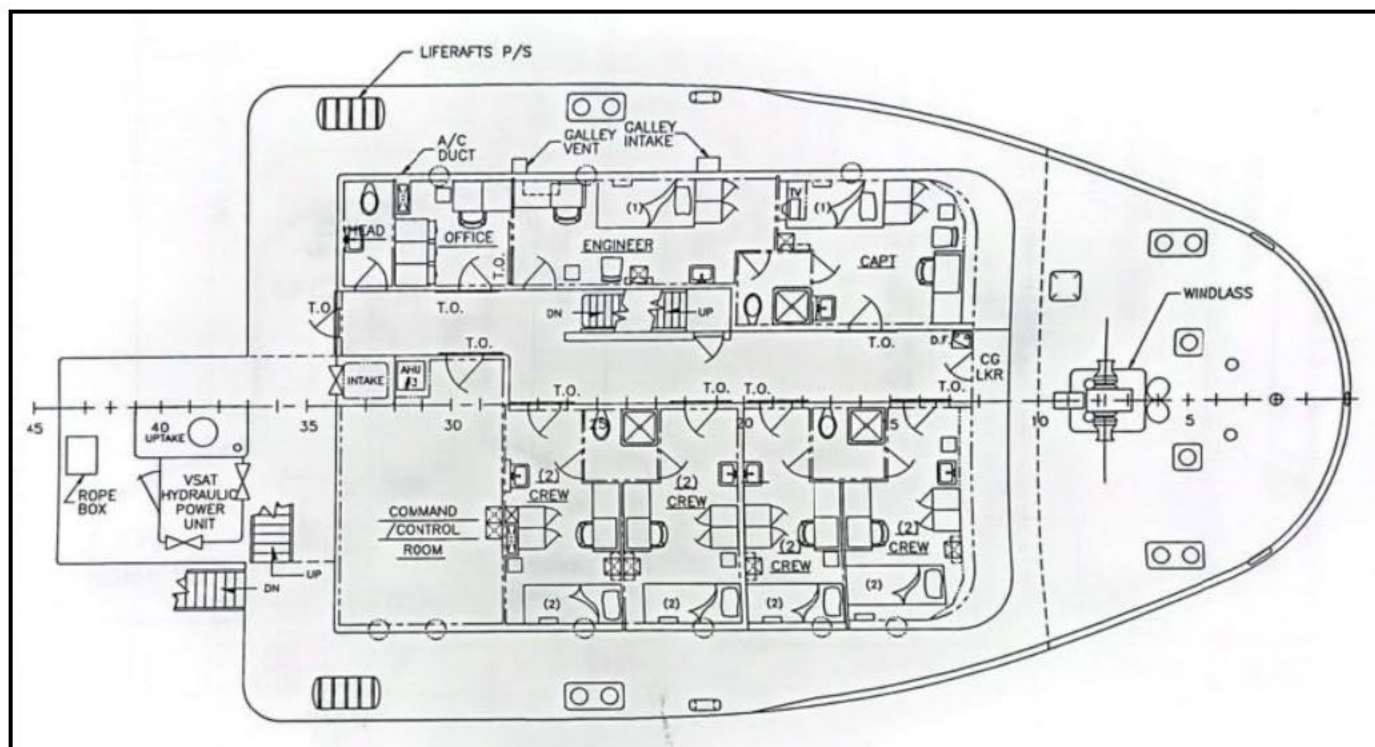
Exhaust and supply vents for the galley are mounted on the port side forward of the liferaft.

To starboard, aft of the liferaft, is a boom-style hand operated stores crane of 1,000lbs SWL. [Photograph Nos. 070-071]

Aft of the accommodation are CO2-suppression system cylinders for the oil heater room. Aft of the cylinders are three (3) storage lockers containing (18) lifejackets, 500ft x 1” Poly-Dacron line, and (12) survival suits, respectively. [Photograph Nos. 072-075]

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To port aft is a spill response locker containing cartons of absorbent pads. [Photograph No. 076]



Picture 4: 02-Level – Foc'sle Deck

All fitted items, including railings, ladders, lights and associated equipment, visually appeared to be in a satisfactory condition with no damage or deformation noted. Internal spaces were noted as clean and well lit, with no immediate observable damage to furnishings.

Deck lighting was fitted throughout externally, along with multiple vents. No damage, in way of heavy scraping, gouging or deformation was observed to the visible plating on the bow. No doubler plates were observed. Paint coated was noted as being in good condition with full coverage. Corrosion noted as minimal.

01 Level – Quarters and Helo Deck [Photograph Nos. 077-112]

Internal access to this level is via the central companion ladder. External access is via a door on the aft side of the house. On the exterior, inclined ladders on either side provide access up to the 02-level and down to the main deck.

The forward section of the 01-level is a storage space, from the stem, back to Fr. No. 10. Storage shelves are installed throughout. An inventory of items in this space was not taken at time of survey. [Photograph Nos. 077-080]

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The forward port side of this level includes crew four (4) toilets and showers. Bulkheads are equipped with shelves. [Photograph Nos. 081-083]

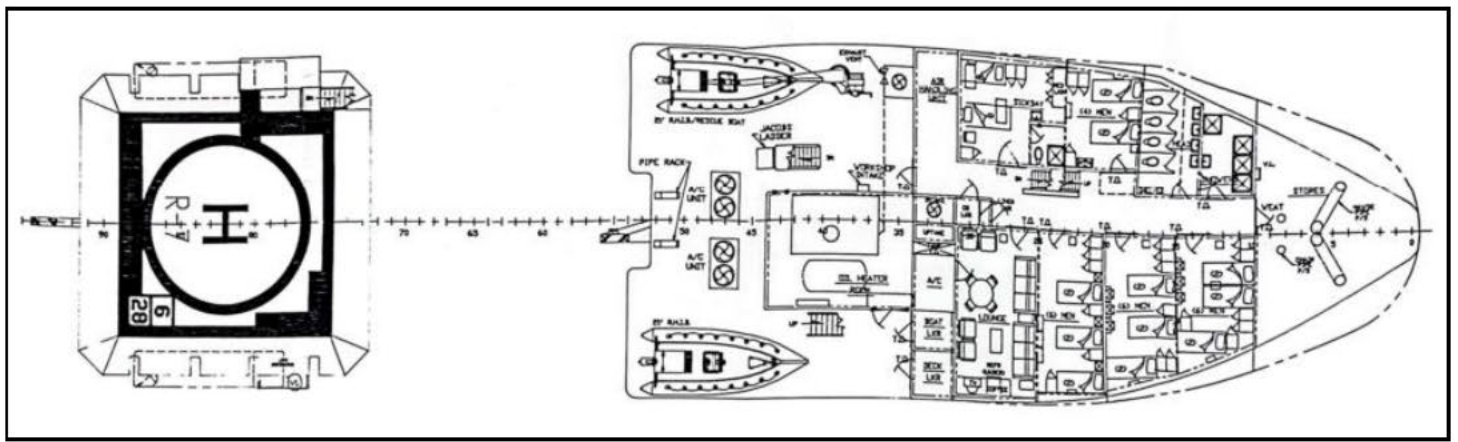
Three (3) six (6)-man staterooms are located to starboard. Each room is fitted with six (6) berths and six (6) lockers. One (1) four (4)-man stateroom is located to port and is fitted with four (4) bunks and four (4) lockers. [Photograph Nos. 084-089]

A crew lounge is located on the starboard side. The space includes two (2) 3-seat sofas, four (4) single sofas, a table, four (4) single chairs, a television cabinet, a television, two (2) tables, a whiteboard, a Henschel Commander 1500 intercom and a Hose-McCann telephone. [Photograph Nos. 090-091]

A hospital/sick bay is located to port. It includes a one (1) single bunk, one (1) double bunk, two (2) bed tables, medical lockers, and a toiler and shower. [Photograph Nos. 092-094]

The Deck Locker and Boat Locker are located externally on the starboard side, aft of the crew lounge. [Photograph Nos. 095-097]

An Oil Heater Room is located to starboard, directly behind the main house. Access is via the weather deck. Forward of this room is a fuel oil day tank for the recovered oil heater. The oil heater room house controls for four (4) thermos oil valves, an air ejector for the ship's MSD, and a supply fan with controller. [Photograph Nos. 098-101]



Picture 5: 01-Level – Quarters and Helo Deck

On the open deck section, to port and starboard aft, are stowage spaces for two (2) rescue boats, each serviced with a boom crane. [Photograph Nos. 102-112]

RHIB Characteristics:

LOA:	19'-8"
Beam:	8'-5"
Propulsion:	130hp Volvo diesel
Drive:	Volvo Duoprop

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The rigid hull is constructed of fiberglass reinforced plastic, with structural support provided by two (2) longitudinal foam stringers encapsulated with fiberglass. The collar foam tube assembly is a 19" Trocellen hollow core covered with a ½" neoprene foam rubber casing, which is in turn protected by a nylon neoprene cover.

The rescue boat davit is a Schatt Watercraft, Inc. hydraulic slewing arm davit, type SAC (H) 2.75/5m and certified for rescue boat operations. [Photograph Nos. 102-107]

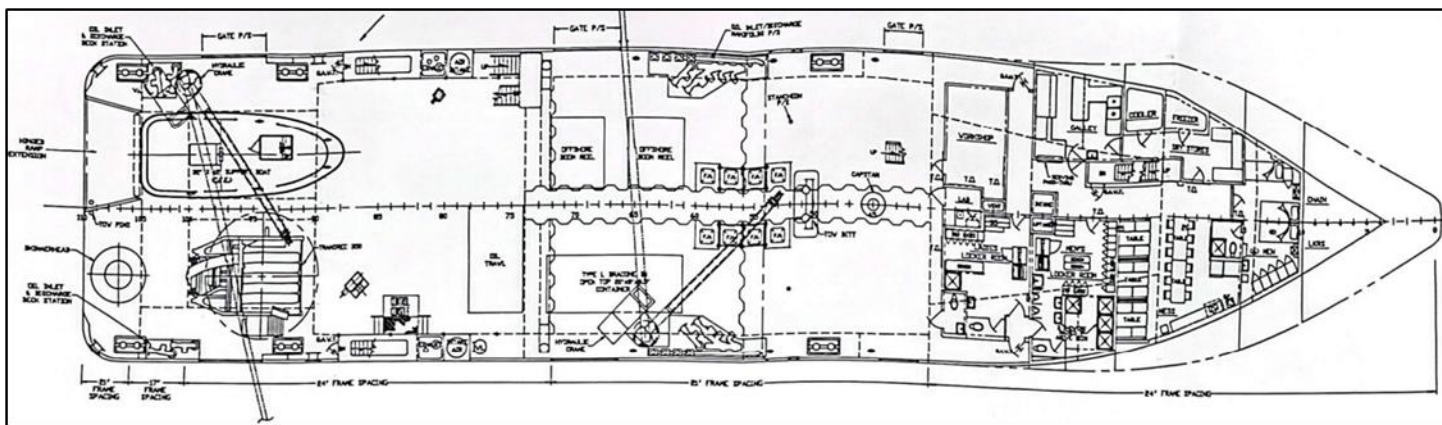
The helicopter deck is located above the main deck and between Fr. Nos. 73-92. The deck is almost the full width of the vessel and access is via an inclined ladder forward on the port side. The helo deck also supports the aft anchor light and a 15ton padeye for handling boom boats. [Photograph Nos. 1008-110]

All fitted items, including railings, ladders, lights and associated equipment, visually appeared to be in a satisfactory condition with no damage or deformation noted. Internal spaces were noted as clean and well lit, with no immediate observable damage to furnishings.

Deck lighting was fitted throughout externally, along with multiple vents. No damage, in way of heavy scraping, gouging or deformation was observed to the visible plating. No doubler plates were observed. Paint coated was noted as being in good condition with full coverage. Corrosion noted as minimal. The helo deck was well coated with a layer of grit for additional friction.

Main Deck [Photograph Nos. 113-160]

Access to this level is via the central companion ladder. External access is via two (2) watertight doors on either side of the aft superstructure.



Picture 6: Main Deck

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A single six (6) man stateroom is located forward, occupying the full width of the vessel. This stateroom is fitted with six (6) bunks and lockers, a lavatory, and a shower. [Photograph Nos. 113-114]

The provisions room cooler, freezer, and dry stores are located to port. The cooler and freezer are inside the dry stores compartment. Each compartment is accessed through a stainless-steel door. Except for shelving, the cold stores were empty at time of our attendance. The dry store contained an assortment of cooking equipment. [Photograph Nos. 115-118]

The crew mess is located on the starboard side, and contains the following: [Photograph Nos. 119-121]

- 4 x Mess tables
- 6 x Bunk seats
- 8 x Single seats
- 1 x Drinking fountain
- 1 x Toshiba microwave
- 1 x Hamilton Beach Toaster
- 1 x Cutlery holder with cutlery
- 1 x Television
- 1 x Coffee counter with mugs
- 1 x Water dispenser
- 1 x Engineers' alarm
- 1 x White board
- 1 x Cospolich refrigerator

The galley is located to port, directly aft of the dry stores, and is fitted with a buffet-style serving station. [Photograph Nos. 122-127]

The galley is fitted with the following:

- 1 x Amana galley range
- 1 x Mueller grill
- 1 x M3 Turbo-air freezer
- 1 x CaptiveAire exhaust hood
- 2 x Toastmaster galley range
- 1 x Chef's knife set
- 2 x Square-D galley range shut-downs
- 1 x Sink with Hobart food waste disposal system
- 1 x CMA dishwasher
- 1 x Sink

The galley also contains stainless-steel shelving fitted with assorted pots, pans, cutlery, crockery, spices, and condiments

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The galley, mess rooms, and cold stores were noted as neat and well lit. No obvious damage to equipment was noted. Seat upholstery was not torn. Deckhead panels and bulkhead panels were fitted.

A men's locker room is located to starboard and is as a general changing room for male crew members. It is fitted with four (4) showers, one (1) toilet, two (2) sinks, one (1) cleaning sink, and steel lockers. [Photograph Nos. 128-129]

In addition, there are the following:

- 1 x Kenmore washer
- 1 x Whirlpool dryer
- 1 x Emergency first aid kit (empty)
- 1 x Emergency eye wash station

A women's locker room is located to starboard and is used as a general changing room for female crew members. It is fitted with a shower, sink, mirror, toilet, ice maker, and steel lockers. [Photograph Nos. 130-131]

In addition, there are the following:

- 1 x Kenmore washer
- 1 x Whirlpool dryer

Both locker rooms were sighted as neat and well lit. No obvious damage to equipment was noted. Deckhead panels and bulkhead panels were fitted.

A wet lab is fitted on the centerline at the aft end of the main deck level interior. This space is currently being used as an emergency locker. [Photograph Nos. 132-133]

The open aft deck is fitted with the following equipment: [Photograph Nos. 134-145]

- 1 x Vertical capstan
- 1 x Towing bitts
- 4 x Recovered oil inlet/discharge manifolds
- 2 x Hydraulic cranes, fitted with enclosed cab, and extendable booms. The cranes have the following components:

Load Block:	McKissick - 372 Series - 14"
Load Swing Bearing:	Rotek Model No. A14-47N4
Lift Cylinders:	H.S.I. Model CY-4460
Extension Cylinder:	H.S.I. Model CY-4458 & 4459
Sheaves:	McKissick
Winch:	Braden Model PD15B-41064-05-1
Hydraulic Control:	Commercial Shearing VG-80 Valve
Flood Light:	G. E. H9 Luminaire

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Anti-Two Block Switch:	Webster Model 183-E2-B
Unloader Valve:	Vickers Model CT10-F-30
Hose Reel:	Gleason Model K24751-6
Rotate Drives:	Motor - Char-Lynn Model 103-1553
	Brake - Mico Model MB1331332B
	Reduction Gear - Auburn Gear Model 8
Gauges:	McDaniel UNU-GF 3000 psi 2 1/2"
	McDaniel UEU-GF 160 psi 2 1/2"
	McDaniel NNP-GF 3000 psi 4"
Wire Rope:	Bridon Dyform 18, 5/8" diameter
Panel Light Switch:	Crouse Hinds EMP9006-J1
Counterbalance Valve:	Sun Model CBGHLDNKYM

Picture 7: Crane Components

Two (2) flammable storage lockers are fitted aft and to starboard on the main deck. [Photograph Nos. 146-149]

Lube oil, fuel oil, hydraulic oil, gear oil, sewage, waste oil and freshwater inlet/discharge stations are located to port and starboard of the aft deck. Emergency shut offs are fitted for oil products. [Photograph Nos. 150-155]

After work deck control consoles are fitted for the control of the central hydraulic system recovered oil system valves. The after console, located below the helicopter platform, is a slave to the main console in the pilot house. [Photograph Nos. 156-157]

The aft deck was observed to be neat and clean. Save-alls were empty of liquid. All equipment on the aft deck, including cranes, winches, and capstans, was tested and found operational. No excessive leaking of hydraulic oil was observed. All fitted items, including railings, ladders, lights and associated equipment, visually appeared to be in a satisfactory condition with no damage or deformation noted. [Photograph Nos. 158-160]

Deck lighting was fitted throughout externally, along with multiple vents. No damage, in way of heavy scraping, gouging or deformation was observed to the visible plating. No doubler plates were observed. Paint coated was noted as being in good condition with full coverage. Corrosion noted as minimal.

Engine Spaces [Photograph Nos. 161-200]

Bow Thruster Space [Photograph Nos. 161-167]

The bow thruster space is located on the centerline of the vessel and contains auxiliary systems, the bow thruster propulsion engine, and CO2 cylinders for fire suppression.

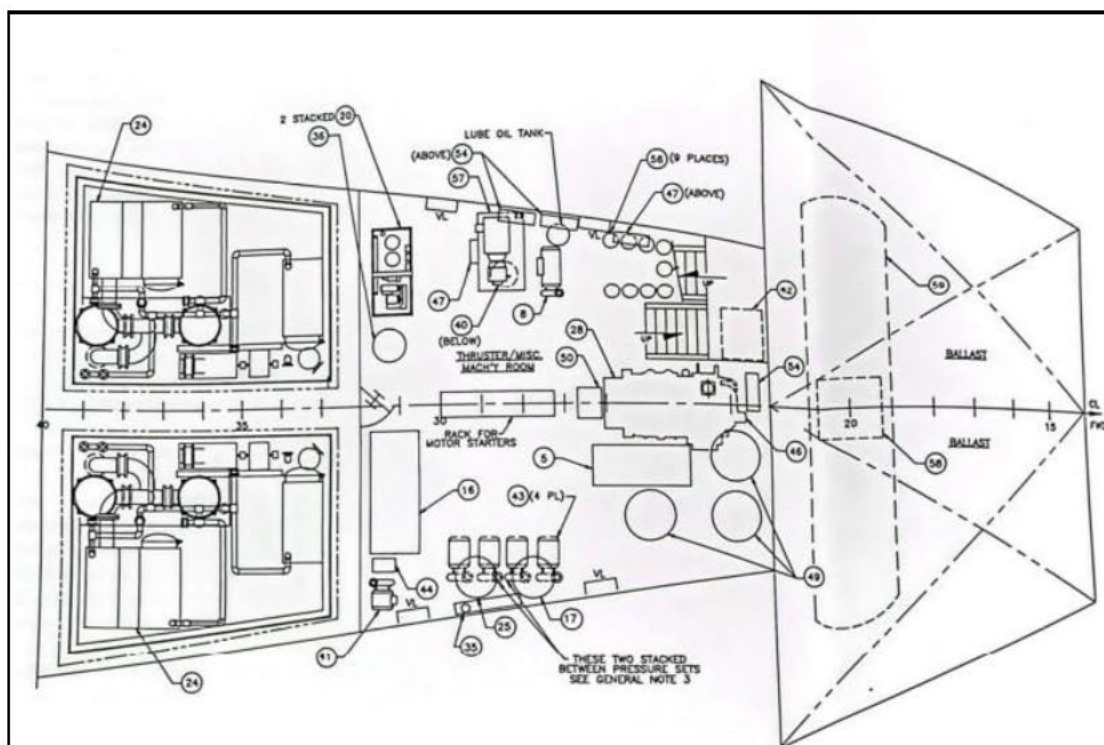
The vessel is equipped with a 455hp bow thruster, Schottel Model STT-170, driven by a Caterpillar 3408 diesel engine delivering 510hp @ 2,100RPM.

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Equipment in the space included the following:

- 9 x CO2 fire suppression cylinders
- 2 x Reverse Osmosis water makers
- 1 x Sea chest
- 1 x Primary fire pump
- 3 x Rheem 120-gallon water heaters
- 1 x Caterpillar 3408 bow thruster power supply, S/N: 99U07188 – running hours: 1,137
- 1 x MSD Seawater pump
- 1 x 112KVA transformer
- 1 x Potable water and sanitation pump pressure set
- 1 x U/V Purifier system
- 1 x Eltech wastewater treatment system – S/N: 92-8M-583
- 1 x Workbench with tools
- Electrical distribution panels
- CO2 suppression pull station for Oil/water separator room and passageway

The area was observed to be well lit, neat, and clean. No oil observed in bilges. No excessive hydraulic leaks observed. Equipment was not tested, but visually appeared to be in satisfactory condition.



Picture 7: Crane Components

Oil/Water Separator Room [Photograph Nos. 168-173]

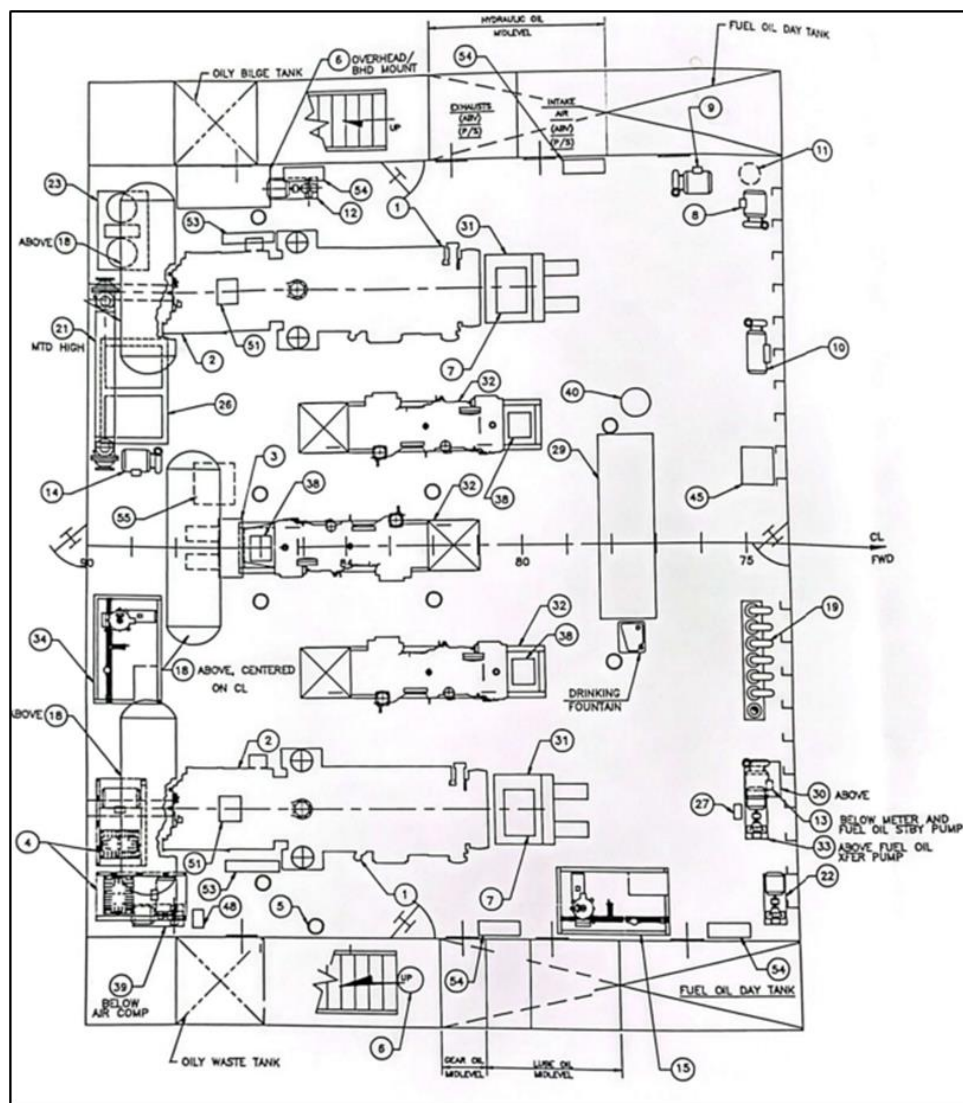
The oil water separator room is located directly behind the bow thruster room. Skid mounted separator units are mounted to port and starboard.

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An exhaust trunk is mounted in the overhead along with decanted and recovered water headers, a recovered oil header, and associated valves. The separators were manufactured in 1992 by ACS Industries Inc. in Houston, TX. Serial Nos: 2734 A-2-P-1 and 2734 A-2-S-1.

Engine Room [Photograph Nos. 174-198]

Propulsion is supplied by two (2) Caterpillar 3512 engines, each rated at 1,28-BHP. Each engine drives one (1) fixed 4-bladed, solid stainless-steel propeller through a Voith 650 SVA22 hydraulic coupling, Reintjes WAF 661 (5.95:1) reduction gear and an 8" diameter shaft.



Picture 8: Engine Room

Engine room equipment includes the following:

2 x Caterpillar main engines

- Port running hrs: 12,306.9 / S/N: 50Y00999
- Stbd running hrs: 12,337.0 / S/N: 50Y01011

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1 x 25KVA Transformer
 1 x Fire/ballast Aurora Model 341 pump
 1 x Bilge suction manifold
 1 x Fuel oil transfer pump starter panel
 1 x Fuel oil transfer pump standby starter panel
 1 x lube oil transfer pump starter panel
 1 x Westfalia OWS – running hrs: 77.3
 1 x Westfalia OTB2-00-066 lube oil purifier
 1 x Lighting panel
 1 x General tool board
 1 x Tool chest
 1 x Workbench
 1 x Air compressor No. 1 starter panel – running hrs: 10,219.0
 1 x Air compressor No. 2 starter panel – running hrs: 7,952.0
 1 x Oily waste pump starter panel
 2 x Quincy air compressor
 3 x Caterpillar auxiliary generators

- No. 1 Aux running hrs: 11,482 / S/N: 2WB11162
- No. 2 Aux running hrs: 187.3 (since overhaul at 10,199) / S/N:2WB11197
- No. 3 Aux running hrs: 10,360 / S/N: 2WB11164

 1 x Main switchboard
 1 x Fuel oil manifold
 2 x Air receivers – S/N: 744731 and 744707
 1 x Lube oil heat exchanger

Consumable liquid quantities were reported as follows, immediately prior On-Hire:

Commodity	Quantity (gallons)
Fuel	83,761`
Potable water	14,000
Ballast water	77,530
Lube oil	305
Gear oil	Nil
Hydraulic oil (storage)	430
Hydraulic oil	485
Dirty oil	493
Slops	147

The engine room was observed to be clean and tidy with all equipment generally sound. Lighting and ventilation were good. Floor plates were fitted throughout. All equipment was visually observed to be in a satisfactory and sound condition.

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Steering Gear Room [Photograph Nos. 199-200]

The steering gear room is located aft of the engine room and contains both rudder stocks, yokes, and the two (2) hydraulic rams and jockey bar for moving the vessel’s twin rudders. Access to the steering room is via a centerline tunnel that runs from the engine room. The steering gear is of the electro-hydraulic ram type.

FIREFIGHTING/SAFETY EQUIPMENT [Photograph Nos. 201-210]

An EPIRB and SARTS were sighted onboard at the wheelhouse. Emergency flare kits – expiry date 03/25 were also sighted.

Fire Stations:

There are (15) fire stations located throughout the vessel. Each station is equipped with 50’ of hose. The hose fitting is attached to the station valve. Each station is equipped with a fog nozzle and spanner.

1	02 level, weather deck, port side	Frame 22
2	02 level, weather deck, stbd side	Frame 22
3	02 level, passageway, port side	Frame 19
4	01 level, weather deck, port side	Frame 41
5	01 level, weather deck, stbd side	Frame 37
6	01 level, helo deck, port side	Frame 74
7	Main deck, aft of house, port side	Frame 39
8	Main deck, aft, port side	Frame 76
9	Main deck, aft, stbd side	Frame 81
10	Bow thruster room, port side	Frame 28
11	Oily water sep. room, port side	Frame 32
12	Engine room, stbd side	Frame 74
13	Engine room, stbd side	Frame 90
14	Main deck passageway, port side	Frame 24
15	01 level passageway, port side	Frame 24

Picture 9: Fire Station Locations

Fire axes:

Fire axes are located at the following locations:

- Fire station #13 at engine room – Fr. 90
- Fire station #9 at main deck, aft – Fr. 80
- Fire station #7 at main deck, Fr. 39
- Fire station #1 at 02-level, Fr. 21

Fire Detection and Alarm System:

Thermal and smoke detectors are installed in nine (9) zones throughout the vessel, with an alarm panel in the bridge. Fire bells are in the pilot house and engine room.

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Fire Extinguishers:

There are (14) portable – 10lbs – dry chemical powder extinguishers located throughout the vessel.

<u>LOCATION</u>	<u>NUMBER OF UNITS</u>
Pilot House	1
02 Level, passageway (fr 28)	1
01 Level, passageway (fr 17)	1
Main Deck, aft of deck house (fr 39)	1
Main Deck, galley	1
Main Deck, passageway (fr 25)	1
Oily Water Separator Room	1
Hold Deck, passageway (fr 68)	1
Engine Room, (port and stbd sides)	4
Helicopter Deck, port side (fr 78)	1 (PKP)
01 Level, rescue boat area, (fr 34)	1 (PKP)

Picture 10: Dry Powder Extinguishers

VESSEL VALUATION

In the opinion of the undersigned Marine Surveyor(s) and Appraiser, the Pollution Response Vessel "MELISSA C" is estimated to have the following values:

Current Market Value: \$ 5,150,000.00 USD

Replacement Cost New: \$ 28,500,000.00 USD

These values are considered effective as of date of this report and are subject to conditions and assumptions set forth within this report.

DEFINITION OF VALUES

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

1. Buyer and seller are typically motivated.
2. Both parties are well informed and acting in what they consider their own best interests.

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3. A reasonable time is allowed for exposure to the open market.

Replacement cost (new) is based on the cost of construction of a vessel of similar size and capacity in today's market and the time it takes to commence and complete construction.

Remaining economic useful service life is defined as the amount of time (in years) that a vessel can be expected to remain fit for its intended service assuming the continuance of proper maintenance programs and adherence to recommendations set forth in survey report.

METHODOLOGY

The above noted market value was arrived at after determining the estimated reproduction cost of the vessel, depreciated for age, considering the anticipated remaining useful life, and adjusted for condition of the vessel, current market conditions, and sales of similar vessels. Replacement cost was arrived at by obtaining area standard quotes for new construction of similar sized vessels.

CERTIFICATION

1. The statements and opinions expressed in this report are correct to the best of the undersigned Marine Surveyor's knowledge and belief.
2. The report analysis, opinions and conclusions are the undersigned Marine Surveyor's personal, unbiased professional analysis, opinions, and conclusions.
3. Duncan Shoemaker & Associates and/or the undersigned Marine Surveyor(s) have no present or prospective interest in the Pollution Response Vessel “MELISSA C” which is the subject of this report and have no personal interest or bias with respect to the parties involved.
4. Duncan Shoemaker & Associates and/or the undersigned Marine Surveyor's compensation is not contingent on an action or event resulting from the analysis, opinions, or conclusions in, or the use of this report.
5. The undersigned Marine Surveyor's analysis, opinions, and conclusions were developed, and this report has been prepared in conformity with the **Uniform Standards of Professional Appraisal Practice (USPAP)**.
6. A physical inspection of the Pollution Response Vessel “MELISSA C”, which is the subject of this report, was conducted by Mr. Jonathan Wanliss. A review of the survey findings, photographs, and the appraisal research was conducted by Mr. Cory Hargis, NAMS-CMS, no other person(s) provided significant professional input.
7. The undersigned Marine Surveyor researched similar vessels that were recently constructed, previously sold, and currently for sale, relying on a variety of online resources including Marine Brokerage web sites, and verbal information gathered from various Marine Brokers, Shipyards, and various data supplied by others, without independent verification.

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8. Duncan Shoemaker & Associates or the undersigned Marine Surveyors(s) have Not performed services, as an appraiser or in any other capacity, regarding the Pollution Response Vessel "MELISSA C", that is the subject of this report, within a three (3) year period immediately preceding acceptance of this assignment.
9. A valuation cannot be guaranteed, nor can it always be proven. Although not considered absolute, the opinion of value can, however, be substantiated and can be used as a basis for negotiations between concerned parties, whatever their interests.

PARTICULARS OF VALUATION

The survey conducted on this vessel was a visual survey and did not include plate gauging, dye testing of welds or hydro testing of watertight covers. Although the vessel displayed signs of general wear commensurate for her age, internal structural components were found to be generally in very good condition.

The Pollution Response Vessel "MELISSA C" is a purpose-built vessel, the current market is absent of "sold" like vessels and with few similar sized vessels. Therefore, Cost Approach and Market Approach were used to reach a conclusion for an estimated value of the subject vessel.

We did not investigate any financial data pertaining to the present or prospective earning capacity of the operation in which the valued asset was or may be used.

Market Approach

In using the Market Data approach, we have endeavored to find "sold comparable" vessels. These are vessels of a similar nature that have transferred ownership. These comparable sales provide the best and most reliable information for a valuation of this nature. Because sufficient completed sale transfers were not available, additional information was obtained from the current market of similar vessels currently for sale, and was used in estimating value.

We gathered data from various sources, including dealers and brokers of like and similar vessels, as well as Internet research.

We identified vessels of similar construction, age, and engine capacity and considered these vessels for our valuation estimate, taking into account the vessel's current condition.

After our data gathering and analysis, conversations were had with various industry professionals in order to arrive at an impartial value estimate for the subject vessel.

Cost Approach

The Cost Approach Analysis derives the value of the vessel by estimating replacement cost of the vessel and deducting therefrom the estimated depreciation. There are three (3) primary forms of depreciation namely: physical, functional, and economic.

Physical depreciation generally pertains to cosmetic appearance and structural degradation. Functional depreciation means that machinery has had a loss in productivity due to wear and tear and Economic depreciation (sometimes referred to as External Depreciation) occurs outside of the subject property, which results in a loss of value. In determining depreciation, we have used our best judgement in determining the depreciation factor which could be a combination of all three forms described.

Our calculations are based on the estimate of a 40-year economic lifespan of the vessel.

Reference Sources Consulted, Reviewed and/or Contacted for This Valuation

Diversified Marine - [Diversified Marine Incorporated \(dmipdx.com\)](http://dmipdx.com)
John Bludworth Shipyard, LLC. - <https://www.jbludshipyard.com>
Heartland Barge - <https://heartlandbarge.com>
Sun Machinery - <https://www.sunmachinery.com>
Bourg Marine - <https://bourgmarine.com>
Marcon Marine International - <http://www.marcon.com>
Ocean Marine Brokerage Services - <https://www.oceanmarine.com>
Horizon Ship Brokers - <https://horizonship.com>
Dredge Brokers - <http://www.workbargebrokers.com>
Damco Marine Management, Inc - <https://damcomarine.com>
Lee Felterman And Associates - <https://leefeltermann.com>
Babin Maritime - <http://babinmarine.com>
Machinio - <https://www.machinio.com>
Tassin's Marine Transportation - <http://www.tmt-llc.com>
MB Brokerage Co. - <https://www.mbbrokerage.net>
Boats and harbors publication - <https://www.boats-and-harbors.com>
www.maritimesales.com
www.Seaboats.net
www.waterwaysjournal.net
Bollinger Shipyards - Established and Custom Designs

Disclaimers

1. In this assignment, not all data involving subject sales, offerings, options and listing was obtainable and verifiable, although every effort was made to gather the data by direct contact with the various sources through published data or via telephone or e-mail.

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2. No responsibility is assumed for latent defects of any nature that could influence the vessel's value. No determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto.
3. The values are statements of opinion. No guarantee can be given that these opinions of value will be sustained or that they will be realized in an actual transaction.
4. The value(s) given do not consider brokerage fees, marketing costs, shifting or relocation costs, permits, towing, unforeseen repairs, berthing and docking fees, security, etc.
5. The "MELISSA C" value estimate assumed that there was responsible ownership and management, competent crewing, and ongoing maintenance.
6. We are unaware of any significant potential environmental hazards associated with the barge.
7. The values noted above are based on the vessel's existing condition and location.
8. It is assumed that the vessel is in full compliance with all applicable international, federal, state or local regulations unless otherwise stated.
9. The vessel was sighted afloat; therefore, its underwater hull and appurtenances could not be inspected.
10. Void spaces were available for internal inspection.

CONCLUSION

Upon completion of our survey, we found the vessel to be in an overall good condition, with evidence of overall good care and maintenance.

Field survey was conducted by Mr. Jonathan Wanliss, Marine Surveyor.

Valuation was undertaken by Mr. Cory J. Hargis, Marine Surveyor.

We now certify that the above is correct to the best of our knowledge and belief. Survey made and report issued without prejudice.

DUNCAN SHOEMAKER & ASSOCIATES, LLC

[Redacted Signature]

Cory J. Hargis, NAMS-CMS



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ORIGINAL SIGNED BY:

DUNCAN SHOEMAKER & ASSOCIATES, LLC



David S. Shoemaker, Marine Surveyor



JMW/dss:jmw.ch.jmw

Enclosures: (210) Photographs

Attachments:

1. Vessel Certificates