

Quarterly Status Report, Quarter ending June 30, 2012

The following Quarterly Status Report is provided in accordance with Section VI, Paragraph 7(a).

1. Number and description of SBRF non-retention vessels in the process, or to be included in the process, of acquiring drydocking, towing and recycling (or other) disposal services for the following quarter, which may result in the removal of the vessels depending on the availability and scheduling of industrial and other resources:

<u>Vessel</u>	<u>Scheduled Removal Date</u>
<i>Nereus</i>	7/17/2012
<i>Cimarron</i>	TBD
<i>Wabash</i>	TBD
<i>Roanoke</i>	TBD

2. SBRF non-retention vessels removed during the quarter ending June 30, 2012:

<u>Vessel</u>	<u>Disposition</u>
<i>Adventurer</i>	4/11/2012
<i>Glacier</i>	4/17/2012
<i>Agent</i>	4/25/2012

3. Description of *exfoliating* and *exfoliated* paint removal for each Vessel that has been remediated in the preceding quarter and for each Vessel undergoing remediation at the time of this report; the status of removal of exfoliating and exfoliated paint and characterization, removal, storage, transportation and disposal of any hazardous waste associated with removal of such paint and debris.

- a. **Status of *exfoliated* paint removal:** During the quarter spanning 1 April through 30 June, exfoliated paint was removed from exterior horizontal surfaces of the ships listed in Table 1. The material removed included exfoliated paint, rust scale, corroded metal, bird waste, dust and miscellaneous debris. Methodology is/was pursuant to the SBRF SWPPP.

Vessel, Date of Completion
See Table 1

- b. **Status of *exfoliating* paint removal:** No activity for the reporting period.

Note: As of March 27, 2012, all MARAD Non-Retention vessels listed in Amended Exhibit A to the Consent Decree have been remediated of exfoliated and exfoliating paint above the waterline in compliance with paragraph 6(b)(2) of the Consent Decree.

- c. **Characterization** of any hazardous waste associated with removal of exfoliating and exfoliated paint: Exfoliated paint is managed as hazardous waste and subject to RCRA Subtitle C, California's HWCL, and implementing regulations. During this quarter, the Maritime Administration has performed no characterization that would support a determination that exfoliated paint is not hazardous waste. Prior to transportation and disposal, waste characterization for exfoliated paint removed was based on previous sampling data. This method was adopted to avoid duplication of cost/effort. Paint chips and debris had been analyzed during the initial sweeping phase and from the paint sampling and analysis accomplished in 2006 and 2010. All samples were characterized as hazardous waste and properly disposed.

- d. **Removal** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
 - i. Exfoliated paint: All such hazardous waste was initially collected by shoveling, HEPA vacuuming and/or sweeping, then consolidated into five gallon buckets, hand-carried and emptied into 55-gallon reconditioned steel drums staged on one end of each vessel being cleaned.
 - ii. Exfoliating paint: No activity for the reporting period.

- e. **Storage** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
 - i. Exfoliated paint: Filled drums (as described in section 3.d.i) were transported and stored in the SBRF parking lot under cover, pending disposal, in accordance with established BMPs.
 - ii. Exfoliating paint: No activity for the reporting period.

- f. **Transportation** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
 - i. Exfoliated paint: Filled 55-gallon drums containing such waste were transported from vessels by crane barge to the pier, then fork-lifted to the parking lot where they are stored under cover on pallets. Transportation to the disposal site was accomplished via contract, with pick-up being in one to two week intervals.
 - ii. Exfoliating paint: No activity for the reporting period.

- g. **Disposal** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
 - i. Exfoliated paint: Drums containing such waste were disposed by contractor, Industrial Waste Utilization, Inc., with the waste being hauled to US Ecology, Beatty, NV (TSDF).
 - ii. Exfoliating paint: No activity for the reporting period.

- 4. **Vessel Condition Summary Report.** The Vessel Condition Summary Report for the preceding quarter is included as an attachment to this report.
- 5. **Copies of Hazardous Waste Manifests.** Copies of all hazardous waste manifests for any material disposed of during the preceding quarter from the SBRF are included as an attachment to this report.

RANK	SCORE	OVERALL RATING	SHIP NAME	PROGRAM	LOCATION	HULL COND	HULL LEAKS	HULL PATCH	TOTAL OIL LT	TOPSIDE COND	PAINT	COVERAGE	INT COND	DISC RISK	HULL BLANKS	TCLP	YEAR BUILT	CONDITION REMARKS
1	1.99	RED	HOGA	Custody	SBRF	3	0	1	0.0	3	2	2	4	2	1	Pb	1941	Concrete patch on hull, stbd side shaft alley, as of 1/17/07. Orig ETA 12/6/96
2	2.17	RED	SYLVANIA	Non-Retention	JRRF	1	2	0	0.1	3	2	2	4	4	1	Unk	1964	
3	2.42	RED	NEREUS	Non-Retention	SBRF	3	0	0	86.7	3	3	2	3	4	NO	Pb	1945	ETD 7/17/12 for recycling at ESCO
4	2.55	YELLOW	USS NASSAU LHA-4	Custody	BRF	2	0	1	477.5	5	3	2	4	3	1	NO	1979	DEACTIVATION COMPLETED
5	2.81	YELLOW	MISSION BUENAVENTURA	Non-Retention	BRF	4	0	0	578.4	3	2	2	4	3	X	NO	1961	DISPOSAL SITE INSPECTION CONDUCTED.
6	2.86	YELLOW	WICHITA	Non-Retention	SBRF	5	0	0	0.0	2	3	2	2	4	1	Zn	1968	Remediation completed on-site by CCC on 10/13/2010
7	2.90	YELLOW	CAPE FLORIDA	Retention	BRF	5	0	0	1847.2	4	3	2	5	3	1	TBD	1971	RETENTION EMERGENCY SEALIFT
8	3.00	YELLOW	GULF BANKER	Non-Retention	BRF	4	0	0	837.1	3	3	3	4	3	X	NO	1964	DISPOSAL SITE INSPECTION CONDUCTED.
9	3.05	YELLOW	PIONEER COMMANDER	Non-Retention	BRF	5	0	0	833.9	4	3	2	4	3	X	YES	1963	Lead level 8.1 mg/l, DISPOSAL SITE INSPECTION CONDUCTED
10	3.05	YELLOW	POTOMAC	Non-Retention	BRF	5	0	0	610.0	3	3	2	4	3	X	YES	1957	Lead level 13.4 mg/l, DISPOSAL SITE INSPECTION CONDUCTED
11	3.05	YELLOW	CAPE JOHN	Non-Retention	BRF	4	0	0	703.5	3	3	2	5	3	X	NO	1963	Down graded to Non-Retention.
12	3.05	YELLOW	SIRIUS (AFS 8)	Non-Retention	BRF	4	0	0	174.3	3	3	2	3	3	1	NO	1966	Retention Temporary Fleet Use until completion Shore Side Transit Warehouse
13	3.10	YELLOW	MOUNT VERNON	Non-Retention	BRF	4	0	0	156.1	2	3	2	4	3	X	YES	1961	NON RETENTION DISPOSAL. Lead level 10.9 mg/l
14	3.10	YELLOW	VANCOUVER	Non-Retention	SBRF	4	0	0	20.9	3	2	2	4	4	1	Pb	1963	Remediation completed on-site by CCC on 2/25/2011
15	3.12	YELLOW	MONONGAHELA	Non-Retention	JRRF	5	0	0	3.5	4	1	3	4	2	1	Unk	1981	
16	3.12	YELLOW	PLATTE	Non-Retention	JRRF	5	0	0	1.9	4	1	3	3	2	X	No	1983	
17	3.14	YELLOW	HOLLAND	Non-Retention	SBRF	5	0	0	0.0	2	2	2	4	4	X	Zn	1963	Remediation completed on-site by CCC on 1/25/2011
18	3.14	YELLOW	CIMARRON	Non-Retention	SBRF	5	0	0	0.3	4	1	1	4	4	1	Zn	1979	Remediation completed on-site by CCC on 10/20/11
19	3.14	YELLOW	GULF TRADER	Non-Retention	BRF	4	0	0	708.3	3	3	3	4	3	X	NO	1964	DISPOSAL SITE INSPECTION CONDUCTED.
20	3.14	YELLOW	MERRIMACK	Non-Retention	JRRF	5	0	0	1.6	4	1	1	4	4	1	Unk	1980	
21	3.24	YELLOW	WYMAN	Non-Retention	SBRF	5	0	0	0.0	3	2	2	4	4	1	Zn	1971	Remediation completed on-site by CCC on 11/15/11
22	3.24	YELLOW	WABASH (AOR 5)	Non-Retention	SBRF	5	0	0	167.6	2	3	2	4	4	1	Cu,Zn	1970	Remediation completed on-site by CCC on 8/21/11
23	3.24	YELLOW	IRIS	Custody	SBRF	4	0	0	0.0	4	2	2	4	4	1	Zn	1943	
24	3.24	YELLOW	PLANETREE	Custody	SBRF	4	0	0	0.0	4	2	2	4	4	1	Zn	1943	
25	3.24	YELLOW	KANSAS CITY	Non-Retention	SBRF	5	0	0	0.0	3	2	2	4	4	1	Pb	1969	Remediation completed on-site by CCC on 6/3/2011.
26	3.24	YELLOW	YELLOWSTONE	Non-Retention	JRRF	5	0	0	0.0	3	2	2	4	4	1	Unk	1980	
27	3.26	YELLOW	WILLAMETTE	Non-Retention	SBRF	5	0	0	0.0	4	2	1	4	4	1	Zn	1980	Remediation completed on-site by CCC on 9/15/11
28	3.29	YELLOW	MISSION CAPISTRANO	Non-Retention	BRF	4	0	0	475.6	3	3	3	4	3	X	YES	1944	Non-Retention Disposal. Lead level 6.2 mg/l. DISPOSAL SITE INSPECTION CONDUCTED
29	3.29	YELLOW	CAPE MENDOCINO	Custody	BRF	5	0	0	1196.4	5	3	3	3	4	X	TBD	1972	ACE CUSTODY RETENTION
30	3.38	YELLOW	MOUNT HOOD	Non-Retention	SBRF	5	0	0	168.7	4	2	2	4	4	1	Zn	1971	Remediation completed on-site by CCC on 6/24/2011.
31	3.38	YELLOW	ROANOKE	Non-Retention	SBRF	5	0	0	0.0	4	2	2	4	4	1	Pb	1974	Remediation completed on-site by CCC on 6/19/2011.
32	3.38	YELLOW	SHENANDOAH	Non-Retention	JRRF	5	0	0	0.4	4	2	2	4	4	1	Unk	1983	
33	3.38	YELLOW	VANGUARD	Non-Retention	JRRF	5	0	0	0.0	4	2	2	4	4	1	Unk	1943	
34	3.43	YELLOW	CAPE FAREWELL	RRF10 Retention	BRF	5	0	0	1885.5	5	3	3	5	4	NO	TBD	1973	RRF-10. DOWNGRADE NDRF MILITARY USEFUL MARCH 1, 2012
35	3.43	YELLOW	CAPE FLATTERY	RRF10 Retention	BRF	5	0	0	1431.3	5	3	3	5	4	NO	TBD	1973	RRF-10. SCHEDULE DOWNGRADE NDRF MILITARY USEFUL JULY 27, 2012
36	3.48	YELLOW	KAWISHIWI	Non-Retention	SBRF	5	0	0	216.7	4	3	2	4	4	1	Pb	1955	Removed another 3,500 gal (12 LT) diesel for Fleet Craft use. More to be recovered.
37	3.48	YELLOW	FB-62	Retention	SBRF	4	0	0	0.0	3	3	2	4	4	X	Pb	1944	
38	3.48	YELLOW	PONCHATOULA	Non-Retention	SBRF	4	0	0	115.1	4	3	2	4	4	NO	Zn	1955	Contains diesel fuel recoverable by SBRF for Fleet Craft use
39	3.57	GREEN	HARKNESS	Non-Retention	JRRF	5	0	0	93.6	3	3	3	4	4	1	No	1967	
40	3.62	GREEN	MOUNT WASHINGTON	Non-Retention	SBRF	5	0	0	211.0	5	3	3	4	2	X	Zn	1963	Remediation completed on-site by CCC on 9/18/11
41	3.62	GREEN	TRIUMPH	Retention	SBRF	5	0	0	50.2	5	3	3	4	2	1	Zn	1984	
42	3.62	GREEN	HASSAYAMPA	Non-Retention	SBRF	5	0	0	13.8	4	3	2	4	4	1	Pb	1955	Remediation completed on-site by CCC on 3/25/2011
43	3.62	GREEN	MHC-54 ROBIN	Custody	BRF	5	0	0	2.1	4	3	2	5	3	1	TBD	1993	FMS Candidate. Navy Custody Retention
44	3.71	GREEN	EQUALITY STATE	Retention	BRF	5	0	0	662.3	5	4	3	4	4	1	NO	1962	Upgraded to Retention Logistics Support October 2010 PMARS
45	3.76	GREEN	CHESAPEAKE	Retention	BRF	5	0	0	56.2	4	3	2	5	3	X	NO	1964	RETENTION LOGISTICS SUPPORT
46	3.86	GREEN	SHOSHONE	Non-Retention	SBRF	5	0	0	610.7	5	3	3	4	5	X	Pb	1957	Remediation completed on-site by CCC on 9/11/11
47	3.86	GREEN	SEA SHADOW / HMB-1	Custody	SBRF	4	0	0	0.0	3	3	3	5	4	X	Pb	1985	ETD 7/16/12 due to GSA sale
48	3.86	GREEN	TAVTS	Custody	BRF	5	0	0	0.0	5	4	3	N/A	5	N/A	TBD	2010	NAVY CUSTODY RETENTION
49	3.86	GREEN	CAPE ALEXANDER	Non-Retention	JRRF	5	0	0	484.1	3	4	4	4	4	X	Unk	1962	
50	3.90	GREEN	NORTHERN LIGHT	Non-Retention	SBRF	5	0	0	3.0	5	3	2	4	4	X	Zn	1961	Remediation completed on-site by CCC on 11/15/11
51	3.90	GREEN	JAMES MCHENRY	Non-Retention	JRRF	5	0	0	58.9	2	4	4	5	4	NO	No	1979	
52	4.00	GREEN	CAPE GIBSON	Retention	BRF	5	0	0	575.1	5	3	3	5	4	X	TBD	1968	ARRIVED BRF 4/4/2012. DEACTIVATION IN FLEET UNDERWAY
53	4.00	GREEN	CAPE JOHNSON	Non-Retention	JRRF	5	0	0	507.6	4	4	4	4	4	X	No	1962	Lifeboats to be removed prior to disposal activities
54	4.14	GREEN	CIN BARGE WITH D3 UNIT	Custody	BRF	5	0	0	0.0	5	5	4	NA	5	NA	TBD	2010	NAVY CUSTODY RETENTION
55	4.14	GREEN	CAPE LAMBERT	Retention	BRF	5	0	0	508.7	5	4	3	5	4	X	NO	1973	RETENTION EMERGENCY SEALIFT
56	4.14	GREEN	CAPE LOBOS	Retention	BRF	5	0	0	412.7	5	4	3	5	4	X	NO	1972	RETENTION EMERGENCY SEALIFT
57	4.14	GREEN	DIAMOND STATE	Retention	BRF	5	0	0	222.3	5	4	3	5	4	1	NO	1960	RETENTION LOGISTICS SUPPORT
58	4.14	GREEN	CAPE JUBY	Retention	JRRF	5	0	0	631.7	5	4	4	5	4	X	No	1962	
59	4.19	GREEN	GREEN MOUNTAIN STATE	Retention	SBRF	5	0	0	84.1	5	4	4	5	2	X	Cu	1965	Crane Diesel genset is internally blanked
60	4.19	GREEN	CAPE FEAR	Retention	SBRF	5	0	0	195.0	5	4	4	5	2	X	Pb	1971	Contains diesel fuel recoverable by SBRF for Fleet Craft use
61	4.29	GREEN	CAPE VICTORY	ROS-5 Retention	BRF	5	0	0	703.0	5	5	4	5	5	NO	TBD	1984	ROS-5 (10) Man Crew
62	4.33	GREEN	CAPE GIRARDEAU	Retention	SBRF	5	0	0	228.0	5	5	5	5	2	X	Zn	1968	
63	4.43	GREEN	STORIS	Custody	SBRF	5	0	0	0.0	5	4	4	4	4	X	Pb	1942	
64	4.43	GREEN	METEOR	Non-Retention	SBRF	5	0	0	226.7	5	4	4	5	4	X	Pb,Zn	1967	Topside coating remediation completed by SBRF crew on 2/2/12
65	4.43	GREEN	CAPE VINCENT	ROS-5 Retention	BRF	5	0	0	578.0	5	5	4	5	5	NO	TBD	1984	ROS-5 (10) Man Crew
66	4.43	GREEN	SAMUEL COBB	Retention	BRF	5	0	0	262.5	5	5	4	5	3	X	TBD	1985	CARGO TANKS PLACED UNDER DH
67	4.43	GREEN	CAPE NOME	Retention	JRRF	5	0	0	224.1	5	4	4	5	4	X	No	1969	
68	4.43	GREEN	CAPE ARCHWAY	Non-Retention	JRRF	5	0	0	157.0	4	4	4	5	4	X	No	1963	
69	4.43	GREEN	CAPE AVINOF	Retention	JRRF	5	0	0	57.3	4	4	4	5	4	X	Unk	1963	
70	4.43	GREEN	CAPE ANN	Retention	JRRF	5	0	0	48.9	4	4	4	5	4	X	Unk	1962	
71	4.43	GREEN	CAPE ALAVA	Retention	JRRF	5	0	0	37.4	4	4	4	5	4	X	No	1962	
72	4.57	GREEN	CAPE BLANCO	Non-Retention	SBRF	5	0	0	26.6	5	4	4	5	4	X	Zn	1965	Topside coating remediation completed by SBRF crew on 11/4/11
73	4.57	GREEN	COMET	Non-Retention	SBRF	5	0	0	19.0	5	4	4	5	4	X	Zn	1958	Topside coating remediation began by SBRF crew on 11/8/11
74	4.57	GREEN	CAPE BORDA															

RANK	SCORE	OVERALL RATING	SHIP NAME	PROGRAM	LOCATION	HULL COND	HULL LEAKS	HULL PATCH	TOTAL OIL LT	TOPSIDE COND	PAINT	COVERAGE	INT COND	DISC RISK	HULL BLANKS	TCLP	YEAR BUILT	CONDITION REMARKS
75	4.57	GREEN	CAPE BOVER	Retention	SBRF	5	0	0	14.3	5	4	4	5	4	X	Zn	1966	
76	4.57	GREEN	CAPE BRETON	Non-Retention	SBRF	5	0	0	3.3	5	4	4	5	4	X	Pb	1967	Topside coating remediation & maintenance completed by SBRF crew on 6/27/11
77	4.57	GREEN	RICHARD G. MATTHIESEN	Retention	BRF	5	0	0	172.6	5	5	4	5	3	X		TBD	1985 CARGO TANKS PLACED UNDER DH
78	4.57	GREEN	PAUL BUCK	Retention	BRF	5	0	0	50.6	5	5	4	5	3	X		TBD	1985 CARGO TANKS PLACED UNDER DH
79	4.57	GREEN	CAPE JACOB	Retention	SBRF	5	0	0	238.0	5	5	4	5	4	X	TBD	1961	Contains diesel fuel recoverable by SBRF for Fleet Craft use
80	4.71	GREEN	MHC-51 OSPREY	Custody	BRF	5	0	0	0.8	5	5	4	5	5	I		TBD	1991 FMS Candidate. Navy Custody Retention
81	4.71	GREEN	MHC-58 BLACKHAWK	Custody	BRF	5	0	0	0.0	5	5	4	5	5	I		TBD	1994 FMS Candidate. Navy Custody Retention
82	4.71	GREEN	MHC-62 SHRIKE	Custody	BRF	5	0	0	0.0	5	5	4	5	5	I		TBD	1997 FMS Candidate. Navy Custody Retention
83	4.71	GREEN	MHC-57 CORMORANT	Custody	BRF	5	0	0	0.0	5	5	4	5	5	I		TBD	1995 FMS Candidate. Navy Custody Retention
84	4.71	GREEN	MHC-56 KINGFISHER	Custody	BRF	5	0	0	0.0	5	5	4	5	5	I		TBD	1994 FMS Candidate. Navy Custody Retention
85	4.86	GREEN	NAVOCEANO SWATH	Custody	JRRF	5	0	0	2.0	5	5	5	5	5	NO		Unk	Returned to the JRRF 5/24/12
86	4.86	GREEN	STURGIS	Custody	JRRF	5	0	0	0.0	5	5	5	4	5	X		Unk	1945
87	5.00	GREEN	ACE SEABEE BARGES (24)	Custody	BRF	5	0	0	0.0	5	5	5	5	5	NA		TBD	1971 24 ACE SeaBee Barges. SHIP YARD REPAIRS COMPLETED
88	5.00	GREEN	ACE CUSTOM DECK BARGES (14)	Custody	BRF	5	0	0	0.0	5	5	5	5	5	NA		TBD	2010 14 ACE CUSTOM DECK BARGES - NEW CONSTRUCTION

Key for Vessel Condition Report

BOLD RED: Indicates changes from previous report

HIGHLIGHTED YELLOW: Indicates missing data

TOTAL OIL= is the total of heavy oil + diesel fuel + lube oil

Non-Retention = MARAD vessels that no longer have a useful application and are pending disposition

Retention = MARAD vessels that are being preserved for federal agency programs

Custody = Vessels owned/sponsored by other government programs or agencies that are being maintained by MARAD in the NDRF on a reimbursable basis

Hull Leaks and Patches = when a leak is patched it is only shown as a patch. A ship with one leak that was patched will show "0" leaks and "1" patch. These do not affect the Condition Scores.

SORTING: Numerically descending based upon composite condition score.

Hull Condition Rating -

- 1 – Known holes exist in the underwater hull that may or may not be patched where the flooded parts of the vessel can be isolated and the potential for additional holes is deemed to be high.
- 2 – Known holes exist in the underwater hull that may or may not be patched where the flooded parts of the vessel can be isolated and the potential for additional holes is moderate.
- 3 – No known or suspected holes are in the underwater hull, the minimum hull scantlings are less than 25% of the classification society original hull thickness requirement, and the potential for the near-term development of holes is moderate.
- 4 – No known or suspected holes are in the underwater hull and the minimum hull scantlings are between 25% and 50% of the classification society original hull thickness requirement.
- 5 – No known or suspected holes are in the underwater hull and the minimum hull scantlings are between 50% and 100% of the classification society original hull thickness requirement.

Topside Condition Rating

- 1 – Many known or suspected holes exist in topside areas that leak major amounts of rainwater, which must be pumped frequently.
- 2 – Some known or suspected holes exist in topside areas that leak substantial amounts of rainwater, which must be pumped regularly.
- 3 – A small number of known holes in topside areas that leak rainwater, which must be pumped occasionally.
- 4 – No holes exist in topside areas and no pumping of water from the vessel is required beyond minor occasional bilge house keeping; however, some areas have severe deterioration as indicated by heavy rust and peeling paint.
- 5 – No holes exist in topside areas and no pumping of water from the vessel is required beyond minor occasional bilge house keeping and minor deterioration exists as indicated by slight rust and peeling paint.

Paint Condition

- 1 - At least 25% of paint has potential for exfoliation, or there is substantial accumulation of exfoliated paint on deck that has potential for being discharged into the water.
- 2 - Between 5% and 25% of paint has potential for exfoliation, or there is moderate accumulation of exfoliated paint on deck that has potential for being discharged into the water.
- 3 - Less than 5% of paint has potential for exfoliation.
- 4 - Paint is intact and within their service life condition.
- 5 - Paint is intact, in like-new condition.

Coating Coverage

- 1 - Major coating degradation exists where large areas of hull or topside steel and rust is visible.
- 2 - Moderate coating degradation exists where small areas of hull or topside steel or rust is visible.
- 3 - Minor coating degradation exists where rust is beginning to bleed through coatings as cracks and chips.
- 4 - Coatings are intact and within their service life condition.
- 5 - Coatings are intact, in like-new condition.

Interior Condition Rating

- 1 – Severe rainwater damage or there are spaces that are not safe to enter without personal protective equipment.
- 2 – Minor rainwater damage or there are spaces that are not normally configured because of equipment or vessel structures moved so normal passage ways are blocked or partially blocked.
- 3 – There is no rainwater damage but the potential for damage occurring is high or spaces have large amounts of debris that can't be cleaned by the fleet workforce.
- 4 – Interior spaces are sealed from the external atmosphere but humidity is not actively being lowered with a dehumidification system and spaces are free of debris.
- 5 - Interior spaces are sealed from the external atmosphere and humidity is actively being lowered with a dehumidification system and spaces are free of debris.

Discharge Risk Condition Rating

- 1 – High risk for or evident discharge; major remediation required.
- 2 – High risk for or evident discharge; minor remediation required.
- 3 – Low risk for discharge; major remediation required.
- 4 – Low risk for discharge; minor remediation required.
- 5 – Low risk for discharge; no remediation required.

CALCULATING THE CONDITION SCORE: The Condition Score is the average of the following seven component scores with each component being weighted appropriately. In essence it is found:

$$\text{Vessel Condition} = \frac{(\text{Hull} + \text{Oil} + \text{Topside} + \text{Paint} + \text{Coverage} + \text{Interior} + \text{Discharge Risk})}{7}$$

The Condition Score is on a scale of 0 to 5, where a score of 5 is best and 0 is worst.

HULL CONDITION SCORE: Hull condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale and is adjusted according to the presence and location of hull blanks. If there are no hull blanks, the hull condition is reduced by one point. If there are internal hull blanks the hull score is reduced by 0.5 points. If there are external hull blanks or no need for hull blanks (N/A) then the hull condition is not affected. After the hull score is adjusted for blanks, it is weighted on the lower end of the scale. Hull scores between 2 and 5 are not affected. A score greater than 1.0 but less than 2.0 is weighted by a factor of 1.5. A score less than 1.0 is weighted by a factor of 2.

TOTAL OIL SCORE: The Oil Ranking Factor shows how much oil is onboard a vessel, in LT. For the purpose of calculating the Condition Score, this value is reduced to a scale of 0 to 5. For all oil values at or above 1000LT, the value is 0; otherwise, in the range of 800 to 1000LT is 1, 600 to 800LT is 2 points, 400 to 600LT is 3 points, 200 to 400LT is 4 points and less than 200LT of oil is worth 5 points. Furthermore, the Oil Score is tied to the weighted Hull Condition Score. If a Hull Score is less than 2.0, the Oil Score is weighted by a factor of 1.5. A Hull Score of less than 1.0 affects the Oil Score by a factor of 2.

TOPSIDE CONDITION SCORE: Topside condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

PAINT CONDITION SCORE: Paint condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

COATING COVERAGE SCORE: Coating coverage ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

INTERIOR CONDITION SCORE: Interior condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

DISCHARGE RISK CONDITION SCORE: Discharge Risk condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points, 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

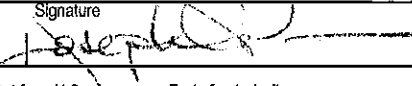
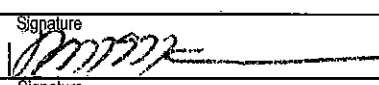
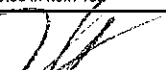
DETERMINING THE OVERALL RATING: The Overall Rating groups the vessels for easier condition identification. Any vessel with a Condition Score less than 2.5 is a RED vessel. Any vessel with a score between 2.51 and 3.499 is a YELLOW vessel. Any vessel with a score greater than or equal to 3.5 is a GREEN vessel.

ADDITIONAL COLUMNS:

TCLP - Indicates any exceedences of the Toxicity Characteristic Leaching Procedure tests. The presence of any heavy metals in notable quantities is shown in this column.

HULL BLANKS - Indicates the presence and configuration of hull blanks. X - External Blanks, I - Internal Blanks, NO - None Present, N/A - Not Applicable. **The presence of internal blanks reduces the Hull Condition by 0.5 points. The lack of hull blanks reduces the Hull Condition by 1 point. External hull blanks (or N/A where appropriate) do not affect the Hull Condition.**

UNIFORM HAZARDOUS WASTE MANIFEST		1. Generator ID Number CA5690090571	2. Page 1 of 1	3. Emergency Response Phone 907-784-9944	4. Manifest Tracking Number 004416095 FLE				
5. Generator's Name and Mailing Address US DOT MARITIME SUISUN BAY RESERVE FLEET 2595 LAKE HERMAN RD BENICIA, CA 94510 Generator's Phone: 707-745-0457							Generator's Site Address (if different than mailing address)		
6. Transporter 1 Company Name INDUSTRIAL WASTE UTILIZATION, INC.					U.S. EPA ID Number CA098055293		<div style="border: 2px solid black; padding: 5px; transform: rotate(-15deg); display: inline-block;"> RECEIVED JUN 4 2012 SUISUN BAY RESERVE FLEET </div>		
7. Transporter 2 Company Name					U.S. EPA ID Number				
8. Designated Facility Name and Site Address AA SYDOL LLC. 1025 S. FACTOR AVE. YUMA, AZ 85365 Facility's Phone: 928-783-3676					U.S. EPA ID Number AZR000501510				
GENERATOR	9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))		10. Containers No. Type		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes	
		1. NON-FLAMMABLE HAZARDOUS WASTE, SOLID, (OILY RAGS)		3 (4) 171		357	P	352	NAME
		2.							
		3.							
		4.							
14. Special Handling Instructions and Additional Information 913-1 OIL RAGS APPROVAL #							913 3x55g/		
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.									
Generator's/Offoror's Printed/Typed Name Joseph A. Pecora				Signature 		Month Day Year 05 15 12			
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____									
17. Transporter Acknowledgment of Receipt of Materials									
Transporter 1 Printed/Typed Name M. MANANAS, LARRY L.				Signature 		Month Day Year 5 15 12			
Transporter 2 Printed/Typed Name				Signature		Month Day Year			
18. Discrepancy									
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection									
Manifest Reference Number: _____									
18b. Alternate Facility (or Generator)					U.S. EPA ID Number				
Facility's Phone: _____									
18c. Signature of Alternate Facility (or Generator)								Month Day Year	
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)									
1. H1A1			2.			3.			4.
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a									
Printed/Typed Name LEWIS W. ROSENBERG				Signature 		Month Day Year 5 23 12			

UNIFORM HAZARDOUS WASTE MANIFEST.		1. Generator ID Number CA5690090571	2. Page 1 of 1	3. Emergency Response Phone 909-984-9984	4. Manifest Tracking Number 005304507 FLE		
5. Generator's Name and Mailing Address US DOT MARITIME SUISUN BAY RESERVE FLEET 2595 LAKE HERMAN ROAD BENICIA, CA 94510				Generator's Site Address (if different than mailing address) 707-745-0487			
6. Transporter 1 Company Name INDUSTRIAL WASTE UTILIZATION INC.				U.S. EPA ID Number CAD980585293			
7. Transporter 2 Company Name				U.S. EPA ID Number			
8. Designated Facility Name and Site Address US ECOLOGY HWY 95 AT 11 Miles South of Beatty BEATTY, NV 89003				U.S. EPA ID Number NVT330010000			
Facility's Phone 800-239-3943							
GENERATOR	9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))	10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes
			No.	Type			
	X	RG, Hazardous waste, solid, n.o.s. (lead based paint chips) 9 NA3077 III	17	DM	3890	P	181 0008 0008 181
14. Special Handling Instructions and Additional Information (b) (1)(A) - lead based paint chips - Approval #070125303-1091							413-1 17 x 5 5g/l
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations, if export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.							
Generator's/Offoror's Printed/Typed Name Joseph A. Pecoraro				Signature 		Month Day Year 05 15 12	
16. International Shipments <input type="checkbox"/> Import to U.S. <input checked="" type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____							
17. Transporter Acknowledgment of Receipt of Materials							
Transporter 1 Printed/Typed Name McMANAMA, LARRY L.				Signature 		Month Day Year 5 15 12	
Transporter 2 Printed/Typed Name				Signature		Month Day Year	
18. Discrepancy							
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection							
Manifest Reference Number:							
18b. Alternate Facility (or Generator) U.S. EPA ID Number							
Facility's Phone:							
18c. Signature of Alternate Facility (or Generator) Month Day Year							
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)							
1. HOA		2.		3.		4.	
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a							
Printed/Typed Name John Young				Signature 		Month Day Year 5 18 12	