Solid Waste Facility License Application

Metro
600 NE Grand Ave.
Portland, OR 97232
503-797-1835

INSTRUCTIONS

For Metro Use Only	
Date received:	05/10/2023
Date deemed complete by Metro	05/26/2023

1. Complete all applicable parts of application.
2. Review confidentiality section and sign last page of application.
3. Attach required documents. *(If submitting printed copies, please print double-sided.)*
4. Submit application, attachments and application fee using one of the following methods:
   a. **Online**:
      - Email the completed application to SWICC@oregonmetro.gov. Contact Joanna Dyer for assistance with large files (contact information below).
      - Call Metro's Accounts Receivable at 503-797-1620 to pay the application fee by credit card.
   b. **By Mail**: Mail the completed application and a check for the application fee to:

      Metro
      Waste Prevention and Environmental Services
      Attn: Joanna Dyer
      600 NE Grand Avenue
      Portland, OR 97232-2736

Questions? Contact Joanna Dyer, Metro's Solid Waste Authorization Coordinator, at 971-401-0976 or joanna.dyer@oregonmetro.gov.

PART 1 – Standard License Application Information

1. Applicant (Licensee)	
Facility Name:	Diversified Marine, Inc.
Company Name:	Diversified Marine, Inc.
Facility Street Address, City, State, Zip:	1801 N. Marine Drive Portland, Oregon 97217
Facility Mailing Address, City, State, Zip:	PO Box 83723 Portland, Oregon 97283-0723
Contact Person & Title:	Kurt Redd – President
Phone Number:	(503) 289-2669
E-mail Address:	Kurt@dmipdx.com

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2. Type of Application (please check one)		
☒	New license *Date of Pre-Application Conference:* _March 15, 2023_____	
☐	Renewal of an existing license	*Current Metro Solid Waste Facility License Number:* _____
☐	Change of authorization to an existing license (other than a renewal) *Please describe the proposed change below in Section 4.*	
☐	Transfer of ownership or control of an existing license	

3. Type of facility (please check one)	
☒	Non-putrescible (dry) waste material recovery facility
☐	Source-separated recyclable material recovery facility
☐	Source-separated food waste reload facility
☐	Yard debris reload facility
☐	Yard debris composting facility
☐	Other solid waste reload or processing facility

4. If seeking a change of authorization to an existing license, please explain the proposed change below (attach additional pages if necessary). Complete all remaining sections of this form as they pertain to the request.
N/A

5. Applicant's Owner or Parent Company (Provide information for all owners and corporate structure if applicable)	
Company Name:	Portmarco, Inc.
Mailing Address, City, State, Zip:	PO Box 83723 Portland, Oregon 97283-0723
Contact Person & Title:	Kurt Redd, President
Phone Number:	(503) 969-4593
E-mail Address:	Kurt@dmipdx.com

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6. Site Operator (if different from Applicant)	
Company Name:	Same as Applicant
Mailing Address, City, State, Zip:	n/a
Contact Person & Title:	n/a
Phone Number:	n/a
E-mail Address:	n/a

7. Site Description			
Tax Lot(s): 2N1E33DD-00300	Section: 33	Township: 2N	Range: 1E

8. Land Use		
Present Land Use Zone:		
Is proposed use permitted outright?	☒ Yes If yes, attach a copy of the *Land Use Compatibility Statement* (See Attachment D).	☐ No
Is a conditional use permit necessary for the facility?	☐ Yes If yes, attach a copy of the *Conditional Use Permit* (See Attachment F)	☒ No
Are there any land use issues presently pending with the site?	☐ Yes If yes, please explain the land use issues below.	☒ No
Description of the pending land use issues identified above:		
Are any permits required from the Oregon Department of Environmental Quality (DEQ)?	☒ Yes If yes, please list all DEQ permits below and attach copies with this application (see Attachment F).	☐ No
Listing of all required DEQ permits:	National Pollutant Discharge Elimination System 1200-Z Industrial Stormwater Permit (File No. 111695)	
Are any other local permits or building codes required?	☐ Yes If yes, please list all other required permits below and attach copies with this application (see Attachment F).	☒ No

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Listing of other required permits:	

9. Land Owner		
Is the applicant the sole owner of the property on which the facility is located?	☐ Yes	☒ No If no, please complete this section with additional pages if necessary and attach a completed *Property Use Consent Form* (see Attachment E).
Property Owner:	Inland Holdings, Inc.	
Mailing Address, City, State, Zip:	PO Box 83723 Portland, Oregon 97283-0723	
Phone Number:	(503) 969-4593	
E-mail Address:	Kurt@dmipdx.com	

10. Public/Commercial Operations		
Will the facility be open to the public (e.g., non-commercial self-haul customers)?	☐ Yes	☒ No
Will the facility be open to non-affiliated commercial solid waste collectors?	☐ Yes	☒ No
Will the facility accept waste from outside the boundary of Metro?	☒ Yes	☐ No

11. Operating Hours and Traffic Volume	Public (non-commercial self-haul)	Commercial Affiliated	Commercial Non-Affiliated
Operating Hours	n/a	n/a	n/a
Customer Hours (if different)	n/a	n/a	n/a
Estimated Vehicles Per Day	n/a	n/a	n/a

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12. Inbound Waste/Feedstock by Type

Identify the types of waste/feedstock and annual tonnage amounts that the applicant expects to receive at the facility. Also, identify how the applicant will manage each waste stream, the expected tip fees that the applicant will post at the facility, and the length of time required to process each waste stream (attach additional pages if necessary).

Waste/Feedstock Type	Accepted at Facility	Expected Annual Tonnage Amount	Type of Activity to be Performed on Waste	Expected Tip Fee (per Ton)	Estimate the maximum and typical lengths of time required to process each day's receipt of each waste/feedstock type
Source-Separated Wood:	☐ Yes ☒ No				
Source-Separated Yard Debris:	☐ Yes ☒ No				
Source-Separated Yard Debris Combined with Residential Food Waste:	☐ Yes ☒ No				
Source-Separated Commercial and Other Food Waste:	☐ Yes ☒ No				
Inerts (e.g., rock, concrete, etc.):	☐ Yes ☒ No				
Non-Putrescible (dry) Waste:	☐ Yes ☒ No				
Source-Separated Recyclables:	☒ Yes ☐ No	450	Recycling		Ferrous and Non-ferrous Metals
Special Wastes (Please specify):	☒ Yes ☐ No	10	Disposal		Asbestos, PCB-Lead Paint
Petroleum Contaminated Soil:	☐ Yes ☒ No				
Putrescible (wet) waste:	☐ Yes ☒ No				
Other Waste/Feedstocks (please specify):	☒ Yes ☐ No	100	Treatment & Disposal		Oily and Contaminated Wastewater
Other Waste/Feedstocks (please specify):	☒ Yes ☐ No	40	Disposal		Garbage, Concrete Ballast

13. Inbound Waste/Feedstock by Generator

Identify the generator type and the expected annual tonnage of waste/feedstock that the facility will receive and recover from each type. Add additional rows if necessary.

Generator Type*	Tons Received**	Tons Recovered**	Tons Residual**
Vessel (Ship) (1)	250 Tons	250 Tons	0 Tons residual
Vessel (Ship) (2)	250 Tons	250 Tons	0 Tons residual
TOTAL TONS:	500 Tons	500 Tons	0 Tons

** Example: commercial, residential, self-haul, etc.*

*** Tons received = tons recovered + tons residual*

14. Outbound Waste and Materials

List the expected destination and amount of each type of outbound solid waste and materials that the applicant expects to transport from the facility (attach additional pages if necessary).

Destination Site (Name and address)	Waste/ Material Type	Expected Annual Tonnage	Purpose Of Delivery*
COR Recycling 4530 NE 138th Ave, Portland, Or.	General Refuse Garbage	20 Tons – Per Vessel	Disposal
Waste Management – Hillsboro, Or. 3205 SE Minter Bridge Rd.	Asbestos Containing Materials	2.5 Tons – Per Vessel	Disposal
Chemical Waste Management 17629 Cedar Springs Ln., Arlington, Or.	PCB – containing and Lead-based materials	2.5 Tons – Per Vessel	Disposal
Schnitzer Steel 12005 N. Burgard Rd., Portland, Or.	Scrap Steel	225 Tons – Per Vessel	Recycling
Oil Re-Refining Company 4150 N. Suttle Rd., Portland, Or.	Wastewater Oily Water	50 Tons – Per Vessel	Treatment & Disposal

**Example: disposal, recovery, land reclamation, beneficial use, etc.*

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15. Subcontractors Provide the name, address and function of all subcontractors involved in the facility operations, if applicable (this does not include janitorial staff):		
Name	**Address**	**Function**
Ballard Marine Construction OR CCB# 217226, Or Equal	727 S 27th St. Washougal, WA. 98671	Environmental Project Management
River City Environmental, Inc. OR CCB# 147355, Or Equal	PO Box 30087 Portland, Or. 97294	Environmental Waste Management
Pacific Northwest Environmental LLC OR CCB# 192577, Or Equal	19645 Sunnyside Rd. Damascus, Or. 97089	Hazardous Waste Removal
Bridgewater Group	Commerce Plaza, Ste. 235 7100 SW Hampton St. Tigard, Or. 97223	Environmental Consultants

PART 2 – Standard Attachments to License Application

New License, License Renewal and Change of Authorization

- The applicant must provide a current version of all of the following attachments with each application unless otherwise directed by Metro.
- The applicant must clearly label each attachment submitted as part of the application. A description of each attachment is provided in Appendix A.

Check if included	Attachment
☒	Attachment A: Site Plan
☒	Attachment B: Operating Plan
☒	Attachment C: Proof of Insurance
☒	Attachment D: Land Use Compatibility Statement (LUCS)
☒	Attachment E: Property Use Consent Form (This form is not necessary if the property is solely owed by the applicant)
☒	Attachment F: Required Permits
☐	Attachment G: Facility Design Plan (NEW CONSTRUCTION ONLY)

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PUBLIC NOTICE AND CONFIDENTIAL INFORMATION

- This application and all of the supporting documentation that the applicant provides is subject to Metro's public notice procedures. Metro will notify and provide the public with an opportunity to review and comment on the proposed application. The public notice may include, but is not limited to, posting the complete application on Metro's website.
- The applicant may identify as confidential any reports, books, records, maps, plans, income tax returns, financial statements, contracts and other similar written materials of the applicant that are directly related to the proposed application and that are submitted to or reviewed by Metro. The applicant must prominently mark any information that it claims confidential with the mark "CONFIDENTIAL" before submitting the information to Metro. Subject to the limitations and requirements of ORS Chapter 192 (public records law) and other applicable laws, Metro will treat as confidential any information so marked and will make a good faith effort to not disclose that information unless Metro's refusal to disclose the information would be contrary to applicable Oregon law.
- These conditions do not limit the use of any information submitted to or reviewed by Metro for regulatory purposes or in any enforcement proceeding. In addition, Metro may share any confidential information with representatives of other governmental agencies provided that, consistent with Oregon law, those representatives agree to continue to treat the information as confidential and make good faith efforts to not disclose the information.

APPLICANT CERTIFICATION

An authorized agent of the applicant must sign this application. Metro will not accept an application without a signature.

I certify that the information contained in this application is true and correct to the best of my knowledge. I agree to notify Metro within 10 days of any change in the information submitted as a part of this application.

Signature of authorized agent  Date 04/26/23

Print name Kurt Redd

Title President

Email Kurt@dmipdx.com Phone (503) 969-4593

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Appendix A: Description of required attachments

ATTACHMENT A: SITE PLAN

The applicant must submit a facility design plan showing the location of the facility at an appropriate scale. An aerial photograph, Google image or scaled drawing is acceptable, and must include all of the information described below, labeled in a legible manner. If any portion of facility operations takes place within an enclosed building, submit a separate image or diagram labeling the required information for internal operations.

1) Property and External Operations. Identify the location of:
   a) The facility site, including all property boundaries
   b) Access roads
   c) All buildings on the property (existing and proposed)
   d) Scale(s) and scale house(s)
   e) Fencing and gates
   f) Paved areas
   g) Vegetative buffer zones and berms
   h) Bioswales, if present on site
   i) Exterior storage areas or stockpiles of solid waste accepted by the facility as indicated in the application, including maximum pile height
   j) Storage areas for the temporary containment of prohibited waste that the facility inadvertently receives, while awaiting proper removal or disposal of the prohibited waste. (The facility must cover and enclose the containment areas and construct them in a manner to prevent leaking and contamination.)
   k) Water sources for fire suppression
   l) All receiving, processing, reload and storage areas
   m) Load checking areas (as applicable)
   n) On-site traffic flow patterns
   o) Facility signage
   p) COMPOST FACILITY ONLY: Compost/curing piles/windrows, aeration systems including bio-filters, or enclosed structures to prevent odors from being detected offsite
   q) COMPOST FACILITY ONLY: The prevailing wind direction, by season, identified on a map or aerial photograph
2) Internal operations. Identify the location of:
   a) All receiving, processing and reload areas
   b) Load checking areas
   c) Storage areas for solid waste accepted by the facility as indicated in the application
   d) Storage areas for the temporary containment of prohibited waste that the facility inadvertently receives, while awaiting proper removal or disposal of the prohibited waste. (The facility must cover

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and enclose the containment areas and construct them in a manner to prevent leaking and contamination.)

e) Traffic flow patterns within buildings

f) Compactor or other processing equipment

g) Fire suppression equipment

ATTACHMENT B: OPERATING PLAN

The applicant must submit an operating plan for review and approval by Metro, subject to any additional elements as required in the license - if one is approved and issued. The operating plan must describe the following, at a minimum:

1) Types of solid wastes the facility will accept
2) Procedures for material recovery including:
   a) Procedures for segregating and managing loads of incoming source-separated recyclables from other materials
   b) Procedures for recovering materials from solid waste, including equipment to be used on site (e.g. sorting lines, hand picking, magnets, etc.)
3) Procedures for managing waste and other materials; identify the type of equipment that will be used to process, reload and transport waste to a processing facility or disposal site
4) Description of the general markets for the material(s) recovered at the facility
5) Procedures for measuring and keeping records of the amount of materials received, recovered, and disposed. These procedures must comply with Metro's record keeping and reporting requirements as described in *Reporting Requirements and Data Standards for Metro Solid Waste Licensees, Franchisees, and Parties to Designated Facility Agreements.*
6) Procedures for inspecting loads, including:
   a) Procedures for inspecting incoming loads for the presence of prohibited or unauthorized wastes
   b) Objective criteria for accepting and rejecting loads
   c) Protocol for identifying, isolating and testing material that may contain asbestos
7) Procedures for storage of waste and other materials including:
   a) Description of waste types that will be stored on site
   b) Procedures for managing stockpiles
   c) Procedures for removing waste and other materials off site at sufficient frequency to avoid creating material degradation, nuisance conditions or safety hazards
8) Procedures for rejecting or managing prohibited wastes including:
   a) Procedures for rejecting, managing, reloading and transporting any hazardous, prohibited or unauthorized wastes discovered at the facility to an appropriate facility or disposal site
   b) Procedures and methods for notifying generators to not place hazardous waste or other prohibited waste in drop boxes or other collection containers destined for the facility

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9) Procedures for odor mitigation, including:
   a) A management plan that the facility will use to control and minimize odors of any derivation from the facility including odorous loads
   b) Procedures for receiving and recording odor complaints, immediately investigating any odor complaints to determine the cause of odor emissions, and promptly correcting any odor problem at the facility
10) Procedures for controlling and minimizing nuisances and other offsite impacts including: noise, vectors, dust and litter. These procedures must include a description of the methods that the facility will use to encourage its customers to cover waste loads delivered to the facility.
11) Procedures the facility will follow in case of a fire or other emergency
12) Procedures for fire prevention, protection and control measures used at the facility.
13) Closure procedures and costs required to:
   a) Properly close the facility and cease further solid waste activities; and
   b) Restoring the site to its condition before the applicant engaged in the licensable activity. Closure may include, but is not limited to, removal of all on-site solid waste stockpiles accumulated after Metro issued a Metro Solid Waste Facility License.

ATTACHMENT C: INSURANCE

The applicant must submit proof of the following types of insurance, covering the applicant, its employees, and agents:

1) The most recently approved ISO (Insurance Services Office) Commercial General Liability policy, or its equivalent, written on an occurrence basis. The policy must include coverage for bodily injury, property damage, personal injury, death, contractual liability, premises and products/completed operations. All insurance coverage must be a minimum of $1,000,000 per occurrence.
2) Automobile insurance with coverage for bodily injury and property damage, and with limits not less than minimum of $1,000,000 per accident or combined single limit.
3) The General Liability policy must name Metro, its elected officials, departments, employees, volunteers and agents as ADDITIONAL INSUREDS. The applicant must include the additional insured endorsement along with the certificate of insurance.
4) Certification of Workers' Compensation insurance that meets Oregon statutory requirements including employer's liability with limits not less than $1,000,000 per accident or disease. If the applicant or licensee has no employees and will perform the work without the assistance of others, you may attach a certificate to that effect in lieu of the certificate showing current Workers' Compensation.

ATTACHMENT D: LAND USE COMPATIBILITY STATEMENT (LUCS)

The applicant must submit the following information:

A copy of a completed Metro LUCS or DEQ LUCS. The Metro LUCS is available at www.oregonmetro.gov/solidwasteforms.

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Appendix A: Description of required attachments

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ATTACHMENT E: PROPERTY USE CONSENT FORM

The applicant must submit the following information if required in Part 1, section 9, of this application.

A copy of a completed Property Use Consent Form, available at www.oregonmetro.gov/solidwasteforms.

ATTACHMENT F: REQUIRED PERMITS

The applicant must submit the following information:

1) A copy of any required permit, license or franchise that a governing body or agency (whether federal, state, county, city or other) has granted or issued to the applicant, including, but not limited to DEQ disposal site permit, DEQ 1200-Z stormwater permit (first page only) and Conditional Use Permits. If the governing body or agency has not yet issued the required permit, license or franchise, the applicant must provide a copy of the application it submitted. Metro may also request copies of correspondence pertaining to any required permit, license or franchise.
2) New facilities: A copy of all applications for necessary DEQ permits and any other information required by or submitted to DEQ.

ATTACHMENT G: FACILITY DESIGN PLAN (NEW CONSTRUCTION ONLY)

The applicant must submit a facility design plan that addresses the topics outlined below. Application submittals such as facility design plans, building plans, site plans and specifications must be prepared, as appropriate, by persons licensed in engineering, architecture, landscape design, traffic engineering, air quality control and design of structures.

1) Facility overview that includes a description of the following:
   a) Facility design and technology
   b) Buildings and major equipment (existing and proposed)
   c) Construction timeline (as applicable)
   d) Types of wastes to be processed
   e) Residuals management procedures
2) Dust, odor, airborne debris and litter:
   a) Submit a proposed design or existing design plan that identifies the location of all areas for load checking, receiving/tipping, mixing, processing, reloading and storage for all materials.
   b) Compost facility only: provide locations for compost/curing piles/windrows, aeration systems including bio-filters, or enclosed structures to prevent odors from being detected offsite.
   c) Describe control measures to prevent odors, fugitive dust, airborne debris and litter. Describe how the facility design will provide for shrouding and dust prevention for the receiving area, processing area, storage area, reload area, all waste processing equipment and all conveyor transfer points where dust is generated.
3) Fire prevention:

   Submit proof of compliance with local and state fire codes.
4) Adequate vehicle accommodation:

   Provide documentation to demonstrate that the facility will provide adequate on-site areas at the facility's entrance, scales, loading and unloading points and exit points to allow safe queuing off public

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roads and right-of-way given the number and types of vehicles expected to use the facility during peak times.

5) Stormwater and leachate:

   Submit a DEQ (or equivalent) approved plan with pollution control measures to protect surface and ground waters, including runoff collection and discharge and equipment cleaning and washdown water.

6) A compost facility must submit a written description of the following (in addition to the items listed in subsection 1):
   a) Feedstock receiving procedures
   b) Feedstock pretreatment and contaminant removal procedures and equipment (as applicable)
   c) Feedstock processing details and methods
   d) Dewatering and liquids management (as applicable)
   e) Pathogen reduction / control procedures (as applicable)
   f) Monitoring, quality control and testing

Facility Site Plan

and

Physical Descriptions

Prepared by:
Diversified Marine Inc.
1801 N. Marine Drive
Portland, Oregon 97217
(503) 289-2669

Kurt Redd
President
(503) 969-4593
Kurt@dmipdx.com

(2023)

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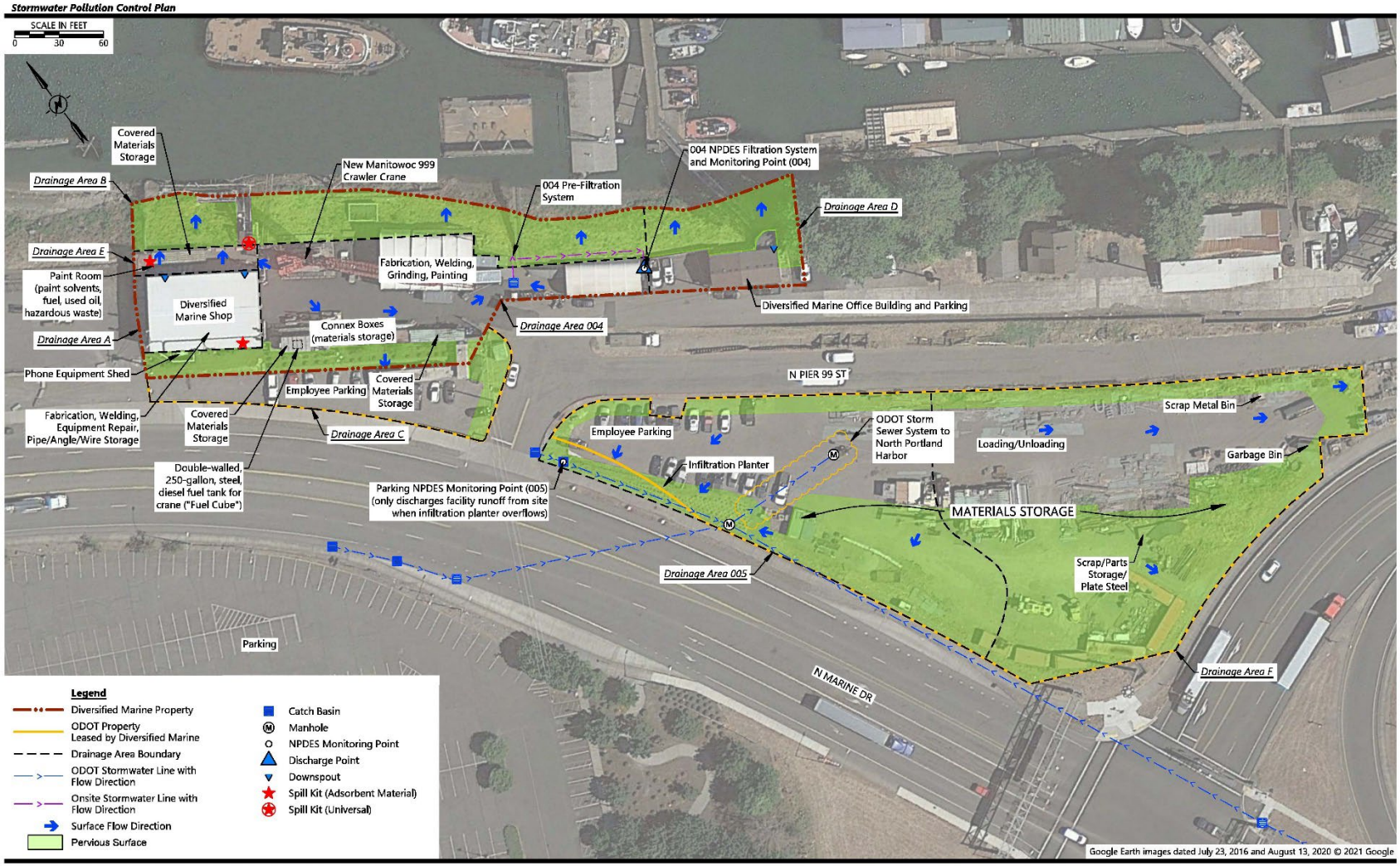

Stormwater Pollution Control Plan
SCALE IN FEET
0 30 60
Covered Materials Storage
Drainage Area B
New Manitowoc 999 Crawler Crane
004 Pre-Filtration System
004 NPDES Filtration System and Monitoring Point (004)
Drainage Area D
Drainage Area E
Paint Room (paint solvents, fuel, used oil, hazardous waste)
Diversified Marine Shop
Fabrication, Welding, Grinding, Painting
Diversified Marine Office Building and Parking
Drainage Area A
Connex Boxes (materials storage)
Drainage Area 004
Phone Equipment Shed
Employee Parking
Covered Materials Storage
N PIER 99 ST
Fabrication, Welding, Equipment Repair, Pipe/Angle/Wire Storage
Covered Materials Storage
Drainage Area C
Employee Parking
ODOT Storm Sewer System to North Portland Harbor
Loading/Unloading
Scrap Metal Bin
Garbage Bin
Double-walled, 250-gallon, steel, diesel fuel tank for crane ("Fuel Cube")
Infiltration Planter
Parking NPDES Monitoring Point (005) (only discharges facility runoff from site when infiltration planter overflows)
MATERIALS STORAGE
Scrap/Parts Storage/ Plate Steel
Drainage Area 005
Parking
N MARINE DR
Drainage Area F
Legend
Diversified Marine Property
ODOT Property Leased by Diversified Marine
Drainage Area Boundary
ODOT Stormwater Line with Flow Direction
Onsite Stormwater Line with Flow Direction
Surface Flow Direction
Pervious Surface
Catch Basin
Manhole
NPDES Monitoring Point
Discharge Point
Downspout
Spill Kit (Adsorbent Material)
Spill Kit (Universal)
Google Earth images dated July 23, 2016 and August 13, 2020 © 2021 Google

FACILITY

Diversified Marine, Inc. (Diversified) or (DMI). Is a full-service Shipyard of which the primary business is vessel construction followed by vessel retrofit/repairs and vessel deconstruction. Its Marine Group engages in what is termed “river work” such as providing waterborne equipment and certified personnel to assist in bridge inspections and with river sediment drilling in submerged land.

DMI Facilities; Looking South across N. Marine Drive to the Portland EXPO Center parking lot.

Location:

The DMI facility is located at 1801 N. Marine Drive (also known as N. Pier 99 Street), in Portland, Multnomah County, Oregon, 97217. The Site is in the southeast quarter of the southeast quarter of Section 33 Township 2 North, Range 1 East of the Willamette Meridian. The Site’s approximate latitude and longitude are 45.607222 N and -122.684442.

The Multnomah County property identification is 2N1E33DD – 300 R323464. DMI leases the main work area north of N. Marine Drive from its parent corporation Whitecap Cove, Inc. (33976.8 square feet or 0.78 acre) and two parcels used for materials storage and parking south of the DMI Shop and N. Pier 99 Street from the Oregon Department of Transportation (ODOT) (3484.8 and 67082.4 0.08 square feet, respectively [0.08 and 1.54 acres, respectively]).

DMI leases 2.80 acres (121,968 square feet) of submerged land from the Oregon Department of State Lands (ODSL) for moorage. The facility is located directly south of the North Portland Harbor of the Columbia River and approximately 100 yards west of Interstate 5.

Properties adjacent to or near the Site include the former Ross Island Sand and Gravel's Vanport Plant, west of the Site. Vacant land and a house are located east of the Site.

The Portland Exposition Center is located across N. Marine Drive. Access to the facility work areas is via N. Marine Drive (N. Pier 99 Street).

Hours of Operation:
Diversified Marine's regular business hours are defined as "when the facility is engaged in its primary production process," which is from 7 a.m. to 5:30 p.m. Monday through Friday, and Saturdays 7 a.m. to 3:30 p.m. The facility is not normally open on Sundays. The facility is not open to the public at any time.

Facility Security Measures:
The facility is not a MARSEC level location as defined by Homeland Security, but the facility is surround by 1950 linear feet of 10-foot-high wire fencing topped with 24 inches of Constantine barbed wire. The employee access gates and vehicle access gate are secured with Abloy-Finland 13pin key locks and Schlage 5pin coded locks. The Shipyard is wired to a Honeywell alarm system and a 14-point Pinnacle Camera monitoring system.

Waste Security Measures:
The ten totes utilized for fluid waste management are always stored in a zero fluid state outside the fencing with chain and Abloy locks.

Bob's Metals has placed one of their 10-yard collection boxes in the laydown space with a closable lid and Abloy lock. This box is opened at the beginning of the workday and then sealed and locked at the end of the business day. This box is collected by Bob's every two weeks and an empty box is swapped out.

Waste Management leases to DMI a 40-yard collection box with closable lid and Abloy lock, this collection box is for the general (non-hazardous) garbage that is collected daily. This box is opened at the beginning of the workday and then sealed and locked at the end of the business day. Waste Management collects this box every Friday morning and delivers an empty box in its place.

In addition, there are anywhere from three to five connex supply containers that store various degrees of construction materials. Each of these containers are locked with the Abloy lock system and are open/closed when used.

PERSONNEL

Kurt Redd has owned and operated Diversified Marine since its inception in 1986.

Key Administration:

Kurt Redd – Chief Executive Officer
Frank Manning – President and Chief Operations Officer
Brent Carpenter – Chief Financial Officer

Key Production:

Aaron Prouty – Sr. Project Manager, Crane Operator, Diver, Vessel Captain
Eric Hunter – Sr. Estimator and Government Projects
Charles Blood – Project Manager
Ray Frasier – Sr. Vessel Repair & Deconstruction Forman
Brody Schwartz – Manager of Marine Group Operations

Key Professionals:

Fred Harding – USCG Certified Tug Captain with Towboat endorsement
Alison Rhea – Consultant, LCP, LLC. (CPESC & CSI)
Anna St. John – Stormwater Management, Bridgewater Group (RG, LHG, PG)
Gina Facca – Safety Program & Personnel Training Program, O.P.S. by Facca, LLC.

OMISSIONS AND VECTOR MANAGEMENT

Diversified is aware that it is an industrial operation surrounded on two sides by residential properties. Diversified has modified its work hours to conform with the City of Portland ordinance that governs noise pollution, see ***Hours of Operations***. Although it is nearly impossible to quantify and qualify odors and vectors, we strive to maintain the minimalist of odor emissions from gases and paint fumes and a zero tolerance for vermin.

Noise:

"As per City of Portland regulations on construction noise. (Code section 18.10.060)

Permissible Hours and Noise Level *-- From 7 a.m. to 6 p.m. Monday through Saturday, the City permits a very liberal standard for construction noise (85 dBA at a 50' distance). This means that, provided your equipment is in good repair and muffled (if possible), it will be compliant. The few kinds of equipment that cannot meet this level – (for example: jack hammers, concrete saws, and pile drivers) are exempt from the standard during this period."*

Our residential neighbors to the east of our main office are 275 feet beyond our property line. Our residential neighbors across the Columbia Slough are 285 feet beyond our outer drydock.

Outside of Permissible Hours *--"But outside of these hours, different rules apply. First, the exemptions for jackhammers and other noisy equipment do not extend to other hours. Also, most importantly, work at other hours must meet the "baseline permitted decibel levels" of the area in which the work is taking place.*

Nuisance Odor:

As Diversified Marine does not and will not be involved with any putrescible waste, the potential for nuisance odor issues is limited to but a few industrial sources.

Paint odors – a byproduct of industrial marine coatings which requires multi-part systems. The best marine practice of spraying when the environments are favorable in terms of minimal winds, and covering all open cans/buckets, etc. to contain the gassing off the chemicals in the multiple parts.

All gases used in production including propane, CO2, acetenyl, etc. have their tanks, bottles, and hoses visually tested daily and drop-tested weekly to minimalize leaks.

Diversified does not burn, melt or in any was caused to heat any substance that then creates air pollution.

Vector – Vermin Control:

Diversified does not have standing water within its facility and so a mosquito problem has never materialized.

Vermin have been managed successfully through daily waste collection throughout the shop and all human food waste areas then dumping in the Waste Management central 30-yard collection box outside the fence line at the end of daily business.

COMPLAINT RESOLUTION AND MANAGEMENT

If complaints have been received, it is usually after the hours of operation. It is via email, Facebook messaging and/or voice messaging on the main business line (503) 289-2669.

These complaints are forwarded to Brent Cartwright the Chief Financial Officer.

Mr. Cartwright is to conduct an immediate investigation to gather all additional information relevant to the complaint and is to resolve the complaint in the quickest and most efficient way possible if it has not been resolved since the complaint was issued.

Mr. Cartwright is then to discuss with Senior Management and document the complaint, the findings, resolutions if any, and managements response.

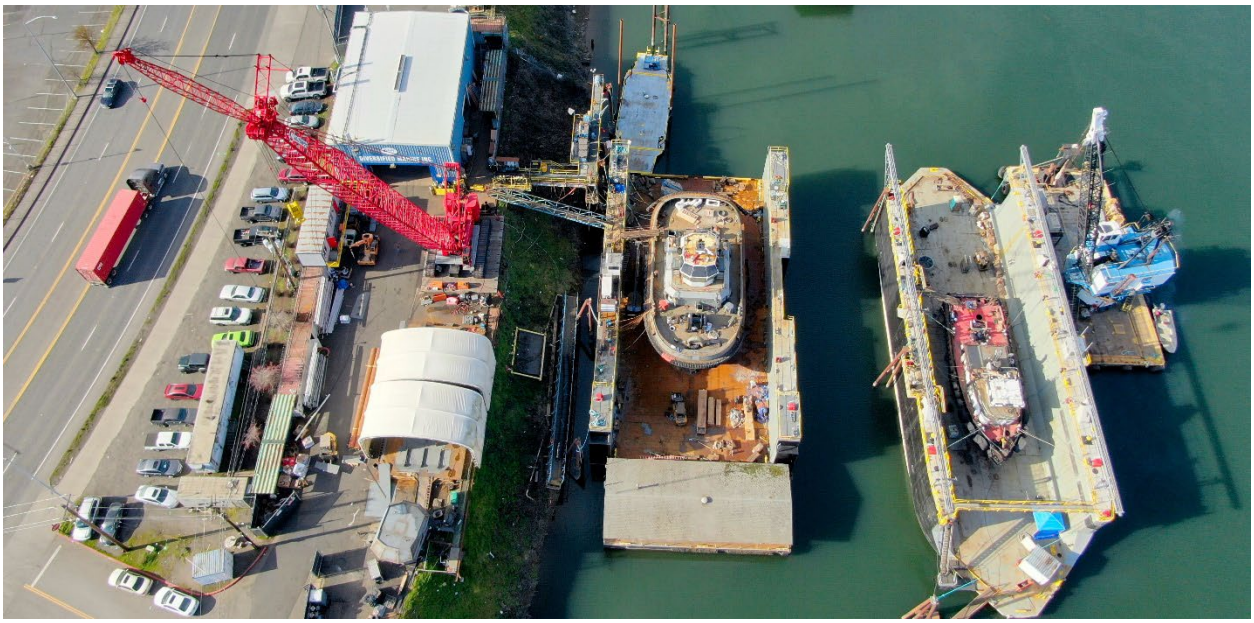
These will be kept digital on file on the company's main server for a period not to exceed one calendar year.

BUILDINGS AND MAJOR EQUIPMENT

Buildings:

The facility Site has undergone notable physical changes in 1992, 2011, 2016 and most recently 2020 within the 1.4 acres.

The facility layout with its shop and build platens was designed to allow for fabrication and outfitting of multiple vessels and/or modular components in large sections (currently, up to 50 tons per modular section) to be able to crane lift them into the dry docks for erection stage activities.



Looking from Overhead with Dry-dock No. 2 to shore and Dry-dock No. 4 outboard.

The facility includes a blue steel shop building, constructed in 1992, and covered work areas where fabrication (including welding), piping, hydraulics, and electrical equipment installation take place. A small paint room equipped with secondary containment is attached to the northwest corner of this shop for storage of paints, fuels, solvents, oils, and other liquid products.

Virtually all land-based machinery fabrication and mechanical activities take place in this building. It is equipped with an overhead crane, welders, compressors, cutting and punching equipment, and grinders. This 3,750-square-foot metal building has a concrete foundation and sliding metal doors that can be completely closed during severe rain events and locked during off-hours.

Consumable materials (e.g., welding rod, sand blasting grit, personal protective equipment, spill response equipment) are stored in metal containers called Connex boxes and under cover on the asphalt pad outside of the shop. Paints and solvents are stored in a steel Connex container that functions as a paint storage room with secondary containment northwest of the shop. Various equipment and assorted steel are occasionally stored in the locked and fenced area on the top of the dike both east and north of the shop. Small garbage and scrap metal bins are in a covered area in the upland area.

In January 2011, DMI purchased a large BigTop™ work area cover consisting of three arched sections, each 20 feet x 40 feet. These sections may be used individually or joined to cover a total work area of 60 feet x 40 feet in the upland areas.

In addition, another two sections of 23 feet x 50 feet of BigTop™ work areas were purchased in February 2016 which includes two end panels that allow for complete enclosure of the work area. These covers are manufactured for industrial use and are made from fire resistant fabric that will protect the covered work area from the environment, prevent stormwater from

contacting the work area, and protect the area outside of the covered area from any potential contamination related to work performed under the covers.

In 2020, a red diesel-powered, 275-ton-capacity, 230’ reach crawler crane (the Manitowoc 999 installed over a period of six weeks in May-June 2020) is located on a new 32 x 20 ft timber mat near the shop building and is used to transfer materials and equipment between shore and the moored or drydocked vessels.

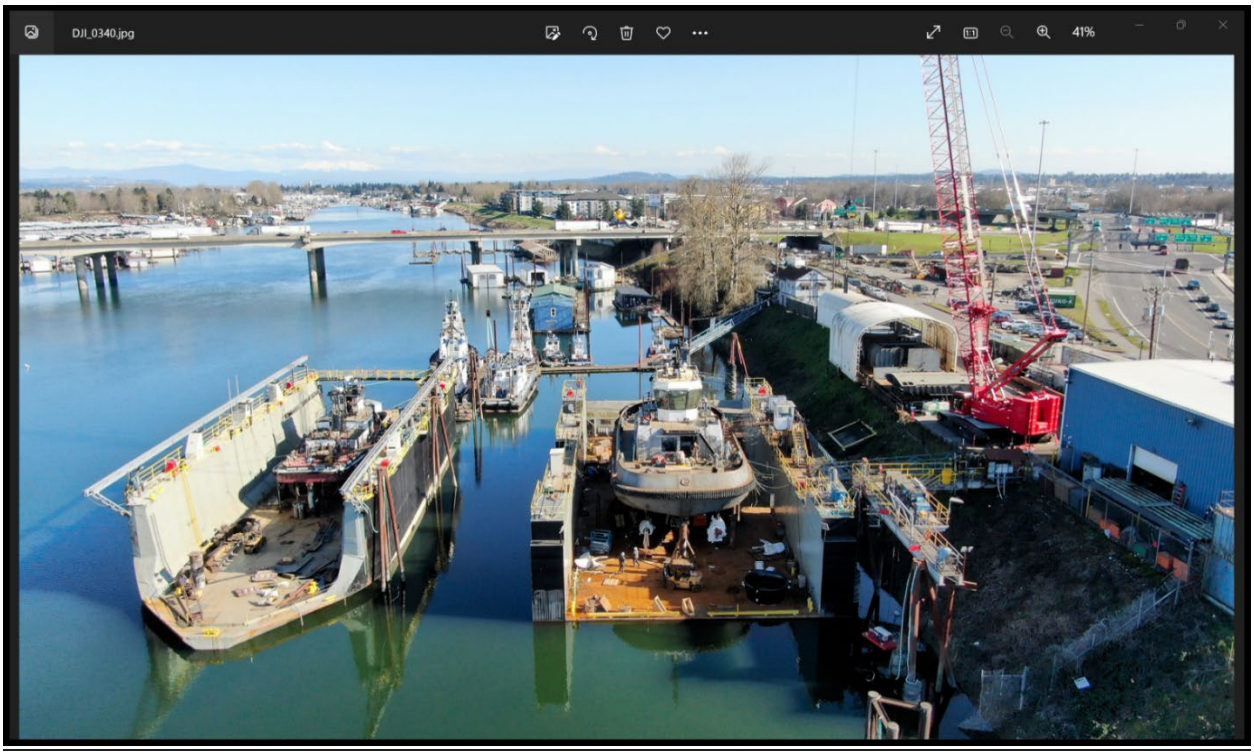
The floor inside of the shop is manually swept to minimize potential tracking of particulates outside of the building. Paved areas are manually swept/cleaned of sediment, debris, oil, and grease at least monthly. Routine cleaning reduces the buildup and tracking of potential contaminants. DMI may employ other methods (power sweeping, outside commercial sweeping companies). DMI conducts housekeeping measures such as monthly sweeping, both mechanical and manual, to keep the facility clean. Detected spills, sheens, and leaks are promptly addressed.

Vehicles and equipment are inspected and maintained under cover, if possible, and away from stormwater features to minimize the potential for leaks and spills.

Dry-docks:

DMI has three floating drydocks (DDs) that are accessed via piers and stationary docks. No industrial operations occur on the piers or the docks; these features are used to moor and access vessels and DDs. The vessels’ and DDs’ locations change as a function of operations. At times, the DDs may be taken off site for rental or facility organization and space requirements. Handling of all waste and wastewater, during all phases of the drydocks activity or inactivity is as per the Stormwater Plan.

The drydocks are operated when their ballast tanks are filled with water from the river to sink the dock. A vessel is then brought into the submerged dock and positioned on support blocks. The ballast tanks are then emptied and the drydock rises, bringing the vessel out of the water. Work can then proceed on the vessel mounted on the floating dock’s floor. The opposite procedure is used to sink the drydock when launching a vessel.



Dry-docks – Picture of Drydock in Use at Shipyard Looking East to Mt. Hood

After these blocking docks are built and before a DD is lowered, best marine practices are implemented before sinking the drydocks which include mechanical or manual sweeping to remove debris and vacuuming, if necessary, also cleaning out the sumps if debris is present.

DMI's unique facility with direct access to deep, slow-moving water allows for the easy access to working areas both on the shoreside and the shipyard's floating dry docks. The water depth allows the dry docks to be safely lowered, loaded, and raised without touching bottom or being subjected to excessively strong river currents.

The DDs are not covered and are open to precipitation. Six-inch-high containment is installed along the open ends of the drydock floors. This containment on the drydocks contains scuppers or drainage holes. The scuppers are closed with plugs when vessel / materials are present in the drydock and often when no work is occurring. Water that accumulates during construction-related or material-storage activities evaporates or is pumped out of the containment and temporarily stored in totes on the drydock until enough water accumulates for transport to the upland part of the Site. Then, the totes are loaded directly onto a truck for immediate transport and offsite disposal.

DD-2 Typical Waste on Deck w/ Scupper Plug In

DD-2 Typical Wastewater Collection at Sump

Precipitation that accumulates in the drydock when construction/materials storage are not occurring evaporates or is pumped from the sump in the drydock floor through portable treatment media filtration systems to remove pollutants before discharging to surface water.

The media filtration units and systems are inspected at least monthly. If debris is observed, it is removed. When the systems are in continuous operation, they are cleaned using potable water and brushes at least two times per year or more frequently if visibly dirty. The media is replaced every two years if the unit is in continuous operation.

During lighter rain events and dry periods, water mostly evaporates inside the drydocks' containments. Additional best management practices (BMPs) include routine sweeping and vacuuming of the drydocks to keep the surfaces free of solids that could be transported into the river.

Drydock No. 01 (DD-1) with wingwalls and secondary containment measuring 60-feet-long x 30-feet-wide (2,400 square feet) and capable of lifting 100-ton vessel/materials out of the water. Its secondary containment consists of 6-inch-high metal pieces with scuppers (drainage holes) in them along the ends of the DD that are closed with plugs when a vessel is present or materials are stored in the DD, thereby containing any precipitation on the floor of the drydock.

Drydock No. 02 (DD-2) (10,752 square feet). DD-2 is 140-footlong x 62-foot-wide with wingwalls and secondary containment. It has a sump area with a sump pump below the deck, located in a corner of the deck floor. It can lift 1,050-ton vessel/materials out of the water. Its secondary containment consists of 6-inch-high metal pieces with scuppers (drainage holes) in them along the ends of the DD that are closed with plugs when a vessel is present or materials are stored in the DD, thereby containing any precipitation on the floor of the drydock.

Drydock No. 04 (DD-4) It is a 200-feet-long x 64-feet-wide (11,372 square feet) DD with wingwalls and secondary containment and has a sump pump below the deck. It can lift 950-ton vessel/materials out of the water. Its secondary containment consists of 6-inch-high metal

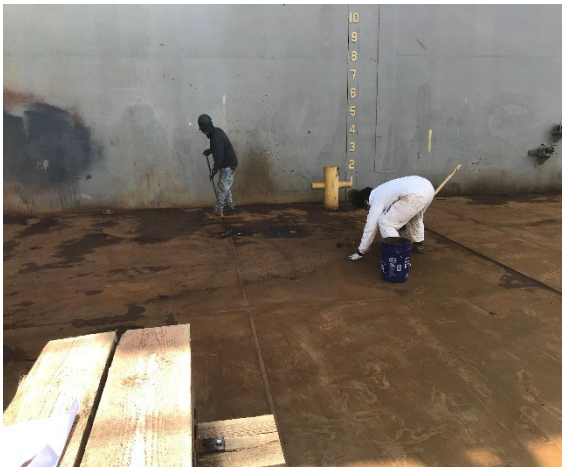
pieces with approximately 4-inch-diameter scuppers along the ends of the DD. Scuppers are sealed with expandable plugs when a vessel is present or when vacant, thereby containing any precipitation on the floor of the DD so it can evaporate.

As of September 2020, this DD replaces the former Drydock DD-3 (8,736-squarefeet), which is now retired from service and off site.

The DDs are operated and maintained to prevent pollution from encountering surface water. The drydocks are equipped with secondary containment. When a vessel or materials are present in the drydocks, containment is in place. Any accumulated stormwater evaporates or is contained, collected, and removed if a vessel or materials are present in the drydocks, or pumped through the media filtration systems if the drydocks are vacant.

The working surfaces of the drydocks are swept regularly, mechanical and/or manually, as well as vacuumed to prevent discharge of any debris or wastes into the stormwater. A mechanical sweeper and/or portable tools, such as brooms, shovels, and vacuums are used to remove potential pollutants from the drydock and sump and transfer them to appropriate disposal containers for proper disposal.

DD-2 Typical Deconstruction Waste Cleanup



DD-2 Typical Deconstruction Waste Cleanup

Prior to sinking the drydock, all equipment and materials removed from drydock, all debris is swept and removed from the drydock surface, any wastewater remaining in the sump is pumped into totes and removed from dock, and, if possible, a photo of the drydock's floor is taken.

Filters and absorbent materials are removed before the dock is lowered. Blasting, grinding, welding, and painting are prohibited over open water. Painting and blasting are not performed during windy conditions unless the work area is contained (i.e., inside a vessel) or covered.

Spill cleanup supplies are present on the docks for cleaning up any oil, grease, or fuel spills on the drydocks. Any materials used for spill cleanup (absorbent material and pads) are promptly placed in a drum or tote for transport via crane to the upland portion of the property and sent offsite for disposal by a waste disposal company.

During construction-related operations, scupper plugs are inserted in the holes/scuppers in the DD containment. The DDs are inspected bi-weekly to confirm that the scupper plugs are in place and containment is in good repair.

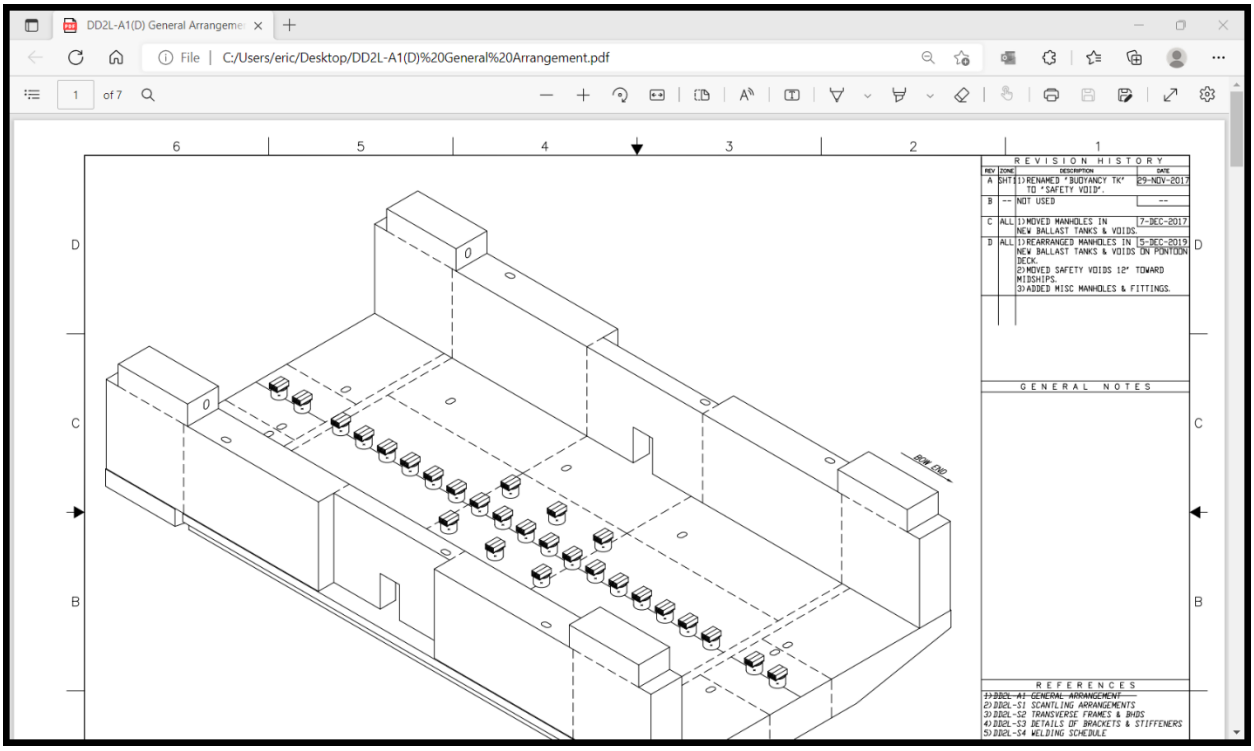
As noted above, any water that collects during welding, painting, pressure-washing, or garnet slurry-blasting evaporates or is contained, collected in totes on the drydocks for offsite disposal. If the drydock is empty and clean, any stormwater that accumulates in the containment evaporates or is pumped through the media filtration system if a sample is needed or the water level poses a safety hazard.

DD-2 Drydock Floor has been shoveled, broomed, washed and all waste collected – no residuals.

Occasional garnet slurry-blasting and pressure-washing constitute approximately 1 percent or less of drydock activities. If garnet slurry-blasting is performed on the outside of a vessel, it is shrouded.

Shroud material is erected in areas where blast material has the potential to leave the property or enter the water. During slurry- blasting on the dry docks, the scupper plugs are closed and possible discharges are contained and removed for offsite disposal.

The type of containment shall be based upon a survey of the location of the work area, the method and type of process or application, and the potential effects to the surrounding area(s).



Drydock No. 2 - General Arrangement Floor Plan – End Containment Omitted on Page View

Cranes:

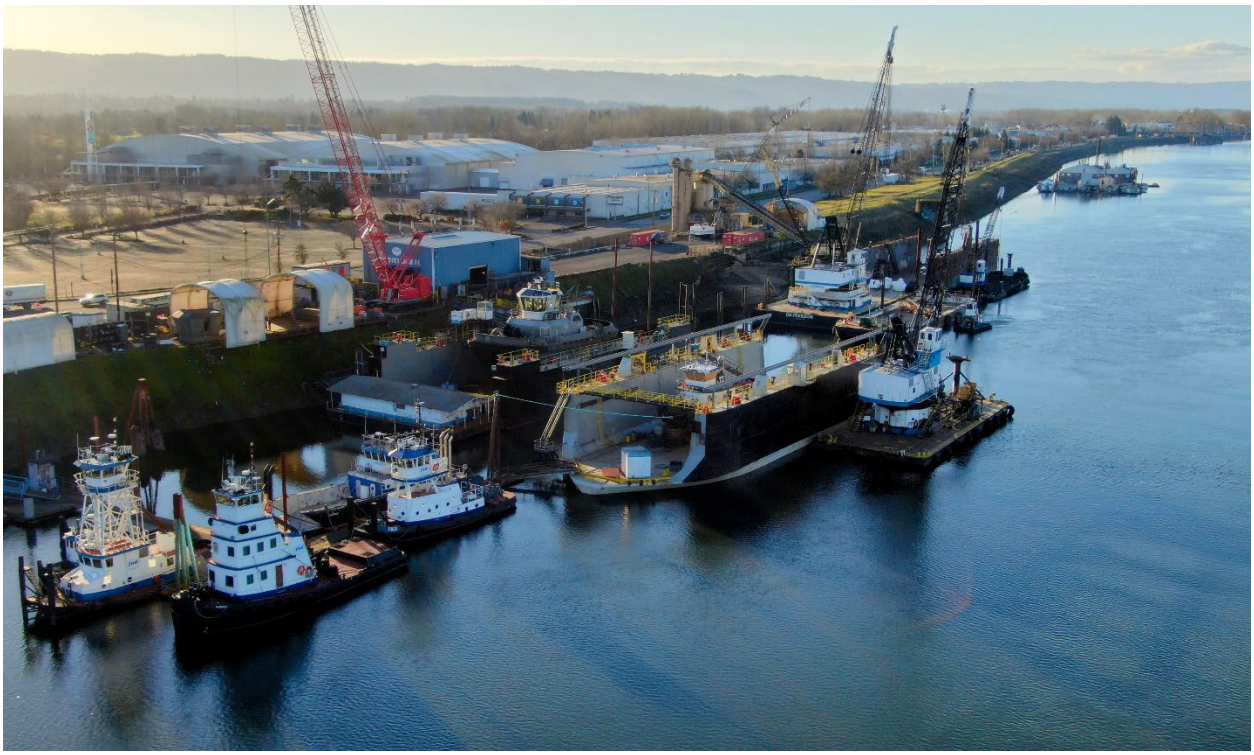
DMI has one stationary shoreside crane (Manitowoc), one mobile crane (Broderson) and three floating cranes (Freedom, Vulcan, and Lucy) that are inspected and maintained to OSHA certification standards.

Within current lift capacities, these cranes enable DMI to move large pieces from shore to within the dry docks where most new construction is completed.

The Manitowoc has the capabilities of lifting 50-ton modular hull sections from the shop construction area and from the 100’ x 50’ steel deck build platen located just to the left of the crane. Normally four modular sections are under construction from these areas while other modular sections are being erected on the floating dry-docks.

In addition, the Manitowoc also is utilized to crane engines, generators, and all propulsion pieces into the vessels.

During deconstruction activities the Manitowoc is also responsible for the movement of all full/empty wastewater totes, Asbestos 20-yard boxes, PCB 20-Yard boxes, and all municipal garbage boxes.



The Broderson is a carry-deck crane with a 5-ton capacity used to lift and carry smaller loads. It can be used on shore as well as being craned to any active workspace on any stable surface. The Broderson is also the mainstay crane on the floor of the dry-dock during deconstruction activities. It is responsible for servicing the cable saw gantry during cutting operations.

The DB Freedom is one of two derrick barges with cranes (DB's are occasionally used to lift loads that are outside of the capacity or reach of the Manitowoc, at the water surface. The two derrick barges are not permanently located at the facility and are moored offsite when not in use. The Derrick Barge "Freedom" is the floating crane with the greatest lift capacity at just over 250 tons. This crane was the shipyards mainstay workhorse for many years.

The Vulcan Crane has a lift capacity of 40 tons and is moored downriver from the shipyard. It is not in the normal crane rotation unless the Freedom is on charter or if Freedom is offline for maintenance.

The DB Lucy is the second of two derrick barges with a crane that is operated by DMI. As it is the crane with the least capacity, now that we have the Manitowoc and Freedom, we moor the Lucy downriver and it is predominately used only when leased out to customers.

ENVIROMENTAL

General Information:

DMI is managed under its Stormwater Pollution Control Plan as supervised by a third-party environmental company, the Bridgewater Group Inc. of Tigard, OR.

The Oregon Department of Environmental Quality (DEQ) first issued a National Pollutant Discharge Elimination (NPDES) Stormwater Discharge Permit 1200-Z to DMI in December 2001. Permit coverage has been renewed since that time. Most recently, permit coverage was renewed in June 2023, the current permit is effective through June 30, 2026.

Facility activities involve Shipbuilding & Repairing, designated by primary SIC Code 3731 and secondary SIC Code 4492 (Towing and Tugboat Services), or under the new NAICS system code number 336611 (Ship Building & Repairs and Deconstruction) and/or 488390 (Drydocking).

General Operations Waste Generation & Reporting:

During normal ship building, repair and modification work Diversified generates the following non-hazardous waste streams:

- Oils and Oily water
- Dried paint residue
- General garbage
- Scrap steel
- Wastewater
- Spent sand grit (after testing to confirm)

Hazardous waste streams are generated through:

- Paint Thinner, MEK and liquid paint residue

All non-hazardous liquid waste streams are collected and transported in 250-gallon totes to ORRCO for testing, processing, and disposal/recycling and which are tracked through Chain of Custody and Waste Material Profile documentation.

All general garbage waste streams are collected and processed through METRO facilities via Waste Management.

Spent sand grit is collected and loaded into 2-ton jumbo bags. The material is then tested for contaminants via sampling and testing at Specialty Analytics, all grit waste is then taken to Kleen Blast for proper transportation and disposal based on test results.

Hazardous liquid waste is collected in a 55-gallon drum and disposed of every 90-day period through a certified third-party, Waste Express, which completes a Uniform Hazardous Waste Manifest and transports the 55-gallon drum to Clean Harbors Environmental Services for processing.

Deconstruction Waste Stream Generation & Reporting:

Diversified assumes that all vessels prior to 1994 have some or all the following hazardous contaminants:

- PCB

- Insulation
- Asbestos
- Lead Paint
- Antifoulant Coatings – Copper & Tin
- Coal Tar Coatings
- Electronic Equipment
- Electrical wire insulation
- Oils
- Fuels
- Oily Wastewater
- Wastewater
- Compressed Gas Cylinders

As detailed in Diversified Marine's Operation / Production Plan, in conjunction with its Stormwater Plan and Contingency Plan, Diversified has and will utilize certified professional companies to test, report, contain, remove, and dispose of all hazardous waste streams.

Through its license with METRO, it will utilize METRO's system of refuse and recycling locations in Portland, Hillsboro, and Arlington.

All sub-contractor agreements with these hazmat companies will require waste documentation for collection, testing, transportation, and disposal of all waste streams.

Standardized documentation such as the Uniform Hazardous Waste Manifest will be mandatory as well as the Waste Disposal Facility Ticket.

All documentation will be kept both digitally and hard copy for a period as detailed in the ORS for record keeping, or longer as per written agreement.

All hazardous materials will be kept separate and not co-mingled. All hazardous materials will be removed from the facility to avoid storage of the waste materials.

Quality Assurance and Quality Control:

Diversified follows the requirements issued by the following Regulatory bodies:

US Occupational Safety and Health Administration (OSHA) Parts (29 CFR 1915) and (29 CFR 1918).
US Environmental Protection Agency (EPA) – Ballast and Wastewater processing and disposal
US Coast Guard (USCG) – Subchapter M Regulations and Overwater Fueling Procedures
American Bureau of Shipping (ABS) – Vessel Construction Standards
National Fire Protection Association (NFPA)
Institute for Electrical and Electronics Engineers (IEEE) (Standard 45)
American National Standards Institute
NSF International, Drinking Water System Components
Society for Protective Coatings (SSPC) Standards and Guidelines for the Prepping and Coating of Steel

OPERATIONS / PRODUCTION PLAN

for the

Deconstruction of Steel Hull Vessels

Prepared by:
Diversified Marine Inc.
1801 N. Marine Drive
Portland, Oregon 97217
(503) 289-2669

Kurt Redd
President
(503) 969-4593
Kurt@dmipdx.com

(2023)

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Operations: Pre-Arrival

Prior to the arrival of a vessel, many inspections and reporting tasks will have been initiated to ascertain if the vessel is seaworthy to make the trip. If the vessel is seaworthy, then the vessel will be towed to DMI's wet berth or wharf. If the vessel is not seaworthy, then the task of towing the drydock to the vessel may become the proper and safe plan of action.

There are inspections for fluids, both volumes and types, and hazardous materials, if they exist, then what type(s) and volume(s), also, non-hazardous materials, or garbage, is also evaluated for volume.

The asbestos/PCB survey is conducted by an accredited inspector, per Oregon Administrative Rule (OAR) 340-248-0270(1). Suspected asbestos and PCB containing materials will be analyzed and assessed by an Oregon accredited laboratory.

The United States Coast Guard (USCG), for the most part, will have what is termed "Command and Control" of the vessel until said vessel is released to the Owner, for many vessels the Oregon State Department of State Lands (DSL) is the Owner of record. The travel permit for the vessel is managed by and under the guidance / direction of the USCG.

While the vessel is a its existing location and while inspections and surveys are ongoing, the USCG is also removing certain waste streams prior to moving the vessel. The fluids, such as fuel, oils, and wastewater are removed for vessel ballast and to avoid leakage into the waters.

Once the vessel has achieved a stability and safety condition acceptable to the USCG, then the vessel may proceed.

The removal of municipal garbage, hazardous wastes such as asbestos and PCB-lead paint are not removed at this phase of the vessels deconstruction.

Production: Task Items at Berth

No. 1 – Wharfage / Wet Berth Moorage

Upon vessel delivery by a company such as Ballard Marine Construction (BMC) and acting on behalf of the DSL, to Diversified Marine Inc. (DMI) at DMI's facility, DMI will provide all necessary personnel, equipment, and materials to safely secure the vessel at its Facility.

Prior to access by personnel, the vessel will be visited by a certified Marine Chemist to enter and inspect the vessel, the Chemist will then provide a "Safe to Enter" certificate.

DMI will then provide an environmental boom placed around the vessel while at moorage, or place the Owners environmental boom if so provided, and will establish a safe access to the vessel. As access to the vessel will be restricted to business hours and therefore natural light, no additional lighting will be necessary or provided.

Pictured: Ex-USCG Cutter Alert – At DMI Wet Berth Prior to Drydocking

No. 2 – Inspection, Testing and Verification

If, during the pre-arrival phase a survey for hazardous materials was not initiated, then DMI will issue a purchase order to a certified survey and testing company to attend the vessel and conduct the initial review.

If, a certified Inspection was carried out, those Survey results will be provided to the certified third-party company hired by DMI to remove those identified hazardous wastes. That company will be provided access to the vessel, after "Safe to Enter" is established, to review the actual vessel conditions in the vessel with the survey.

All environmental subcontractors will have this opportunity to inspect and verify the internal contents of the vessel to formulate a tiered removal plan prior to drydocking.

No. 3 – Removal of USCG Residual Waste & Documentation

While the vessel is a its existing location and while inspections and surveys are ongoing, the USCG is also removing certain waste streams prior to moving, such as fuel, oils, and wastewater. It is possible for the vessel to move without these fluids being 100% removed, if such happens, then the USCG will direct for those fluid removals to be finalized at the DMI wet berth prior to releasing the vessel to DSL and DMI. All fluid removals would happen at wet berth under the direction and guidance of the USCG.

DMI would also use the wet berth time to accurately review the vessel's existing structure compared to any vessel drawings and documentation that were able to gather. DMI will require verified data regarding the hull structure to safely create a vessel Drydocking Plan and Cut Plan. The most critical of data streams is the thickness of the hull and hull stability.

Many of these vessels will not be able to withstand the pressures of being removed from the water by either pulling and drug across land or by slings and lifting apparatus. These types of removals can split the hull where then it would be impossible to remove from the water without great expense and release of contaminants.

DMI will engage the services of a professional naval engineer to create a docking plan and cutting plan. The data will be acquired through having a certified diver attend and measure the vessel from its keel to its bulwarks noting any extrusions and/or penetrations, along with identifying the vessels frame spacing.

Prior to drydocking the vessel, the vessel must be made absent of all fluids or nearly thereof, to avoid the free surface moment that could unbalance the vessel and potentially cause rolling due to fluid displacement during the on-dock phase.

No solid waste is to be removed from the vessel during in this Work Item.

Once all fluids are removed, the specialized holding tanks will be pumped down to tanker trucks and the contaminated wastewater will be mobilized to the nearest disposal and treatment facility.

Production: Task Items in Drydock

No. 4 – Drydocking of the Vessel

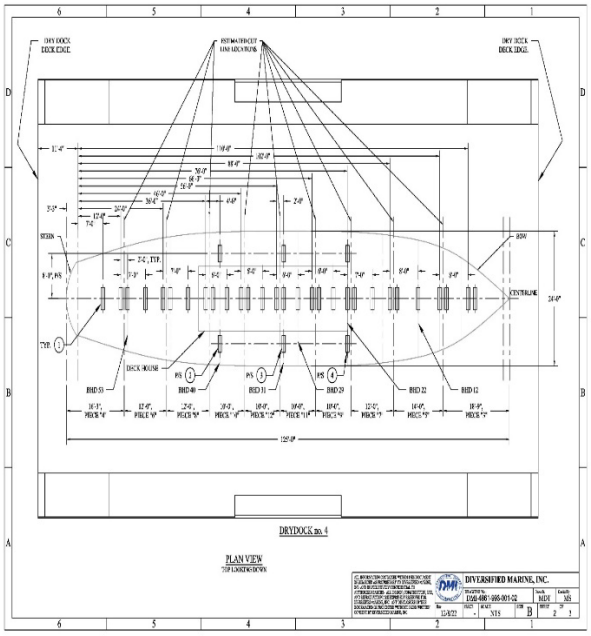
Based upon the data gathered during the hull inspection, DMI will build docking blocks to stabilize the vessel in Drydock. DMI will supply all manpower for dock linesmen and including a Senior and Junior Dockmaster. DMI will furnish the tug and tug crew to safely navigate the vessel from its moorage into the drydock.

After raising the vessel in the drydock a gangway from the shore to the drydock will be secured, and then a second gangway from the drydock wingwall to the vessel will be secured.

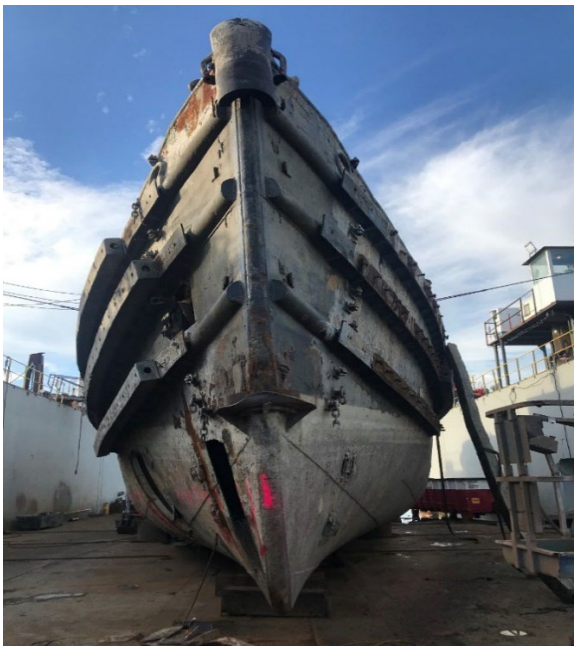
As the vessel has shifted from berth to drydock the existing "Safe for Entry" certificated will have been voided, DMI will re-engage the services of the certified Marine Chemist to attend to the vessel in the drydock to again survey the vessel and issue a "Safe to Enter" certificate. This certificate will again be maintained through the daily services of a Shipyard Competent Person.

Temporary services including but not limited to lights, compressed air and water will be established on the drydock for use. All safety related services for employees working in the vessel will also be established at this time.

The Dockmaster will ensure all scuppers are properly placed and the drydock is fully contained so all potential materials do not enter the water.



Page 3 of Drydocking Plan blocking Arrangement.



Ex-USNS Sakarissa – On DMI Drydock No. 2

Once all safety related items have been established, the environmental package of diapers, absorbent booms, etc. will be placed on the drydock for any emergency spills.

No. 5 – Access Openings for Safe Entry

To safely move people in and out of the lower sections of the vessel rather than relying upon the narrow stairs that may be unsafe an access port or ports will be created. The size of these access ports will vary but a rough access is approximately 12 feet long by 8 foot high and will be through the engine room side shell.

Because it is impossible to know what is exactly inside, all cutting must be done via manual sawing with Sawzall's to avoid burning asbestos, PCB-Lead paint, and any other unknowns. Once this section is free of the vessel, a crane will remove it from the drydock and place on the scrap barge to be transported to Schnitzer, once these pieces are placed on this barge, they will not be moved again until offloading at Schnitzer.

Sakarissa – Sawzall Access Cut to Hull in Progress

Sakarissa – Sawzall Access Cuts to Hull

No. 6 – Removal of Unregulated Waste Streams

At this point with the Safe for Entry certificate and the access cut into the engine room, the vessel is now prepared for the subcontractors trained staff to begin removing all unregulated waste from the vessel such as the municipal garbage.

All garbage materials removed from the derelict vessels will be properly placed in labeled 10 and 20-yard containers that have been craned to the drydock. When the container is somewhat full, but not overflowing, the container secured and craned back to shore.

Tarping, if necessary, transportation and disposal services for all municipal garbage will be provided by a certified third party. Packaging of materials may begin at wet berth, but no materials will be removed from the vessel until the vessel is within the environmentally safe confines of the drydock.

All weight and transportation documentation are to be gathered and logged by the third-party sub-contractor and provided to DMI on a weekly basis.

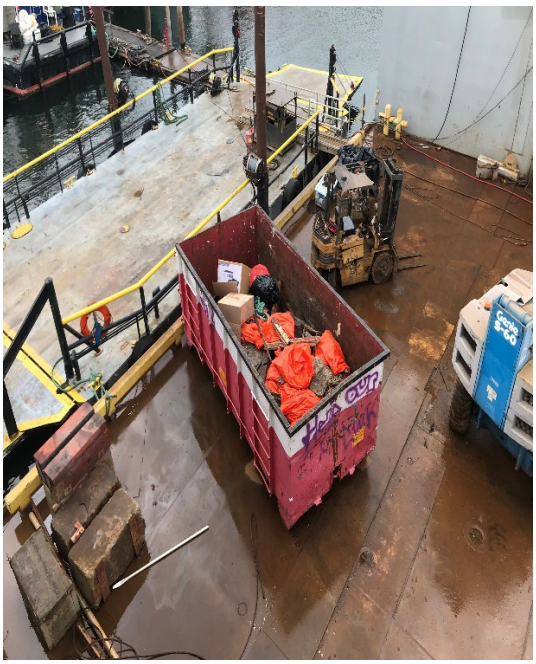
DMI will contract with a state certified third party to achieve these removals while in compliance of all local, state, and federal laws and regulations.

Based upon the deconstruction data from the vessels Alert and Sakarissa, the expected generation of municipal garbage, per vessel, will be 20 to 40 tons for disposal.

Additionally, all cylinders collected will be transported to shore for field testing to verify if gas is present and if so, what type. If gas is not present or not hazardous, the gas will be discharged, the cylinder de-valved and the remaining steel cylinder recycled.

If gas is hazardous, then a certified company will be engaged in the recovery, dismantling and recycling of the cylinder(s). Waste tracking forms for uniform hazardous materials will be utilized.

Alert – Municipal Garbage Packed Inside Hull



Municipal Garbage 20-Yard Box on Drydock

Sakarissa – Propane Tanks inside Packed Garbage

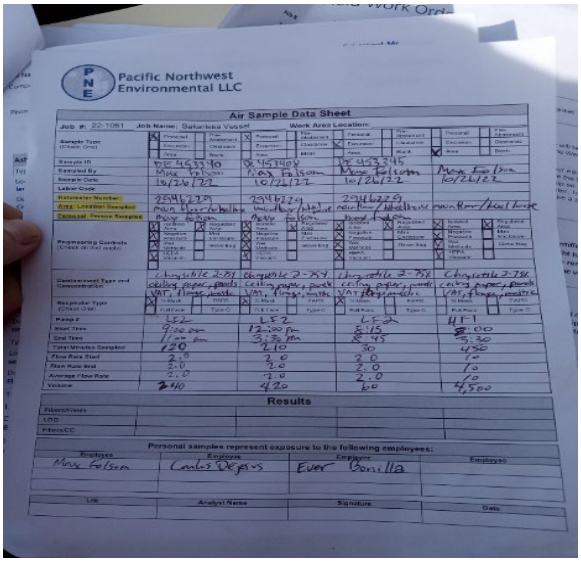
Sakarissa – Packed Garbage via Hull Access

No. 7 – Removal of Regulated Waste Streams

Asbestos: Where asbestos is identified, abatement by an abatement contractor will occur and be verified via completion of an abatement close out letter or ASN4 disposal form prior to deconstruction at Waste Management's Hillsboro Landfill in Hillsboro, Oregon, with all documentation remaining on site. Abatement may begin at wet berth, but no asbestos materials will be removed from the vessel until the vessel is within the environmentally safe confines of the drydock.

Asbestos – 20 Yard Container on Shore

Asbestos – Haz Waste Double Bagged on Vessel


Pacific Northwest Environmental LLC

Air Sample Data Sheet

Results

Asbestos – Regulatory Documentation Completed

Asbestos – 20-Yard Container on Drydock

All asbestos materials removed from the derelict vessels will be properly placed in 20-yard containers that have been craned to the drydock. When the container is somewhat full, but not overflowing, the container will be craned back to shore.

Transportation and disposal services for all asbestos will be provided by a certified third party. Packaging of materials may begin at wet berth, but no materials will be removed from the vessel until the vessel is within the environmentally safe confines of the drydock.

All weight and transportation documentation are to be gathered and logged by the certified third-party sub-contractor and provided to DMI on a weekly basis.

DMI will contract with a state certified third party to achieve these removals while in compliance of all local, state, and federal laws and regulations.

Based upon the deconstruction data from the vessels Alert and Sakarissa, the expected generation of asbestos materials, per vessel, will be 2.5 to10 tons for disposal.

PCB Materials: Hazardous waste (e.g., lead- or polychlorinated-biphenyl-contaminated materials) will be transported and disposed at Waste Management's Chemical Waste Management of the Northwest hazardous waste facility in Arlington, Oregon.

PCB's are present in a multitude of products including but not limited to paint, gaskets, caulking, oils, flooring etc.… during the pre-solicitation phase of any vessel the owner/manager is required to conduct a series of environmental tests to locate, identify and quantify the hazardous wastes on board the vessel. At any time after the receipt of the vessel additional concerns or questions arise, then additional testing is accomplished through certified third-party inspections.

Also, it is not possible to properly test all surfaces and equipment on older pre-1980 vessels, examples of which are, transformers, lights, radios, radars, which may contain PCB's, asbestos or even mercury. These items will be assumed to be containing hazardous materials and be collect, transported, and documented as if they do. To open and test an older piece of equipment could lead to a release and contamination event.

Vessels after 1980 and or with newer equipment will be recycled as per METRO rules at their METRO Central recycling center.

Abatement may begin at wet berth, but no PCB containing materials will be removed from the vessel until the vessel is within the environmentally safe confines of the drydock.

Certified Abatement worker scrapping PCB-Lead Paint


PCB-Lead Paint & Debris Collected in Special Bags

Certified Abatement worker vacuuming PCB-Lead Paint

Blue 20-Yard Closed Lid Container for PCB-Lead Bags

All PCB-Lead paint materials removed from the derelict vessels will be properly placed in special blue 20-yard containers that have been craned to the drydock. When the container is somewhat full, but not overflowing full, with the container lid properly closed and secured, the container will be craned back to shore.

Transportation and disposal services for all PCB-Lead paint will be provided by a certified third party. Packaging of materials may begin at wet berth, but no materials will be removed from the vessel until the vessel is within the environmentally safe confines of the drydock.

All weight and transportation documentation are to be gathered and logged by the certified third-party sub-contractor and provided to DMI on a weekly basis.

DMI will contract with a state certified third party to achieve these removals while in compliance of all local, state, and federal laws and regulations.

All weight and transportation documentation are to be gathered and logged by the certified third-party sub-contractor and provided to DMI on a weekly basis.

DMI will contract with a state certified third party to achieve these removals while in compliance of all local, state, and federal laws and regulations.

Based upon the deconstruction data from the vessels Alert and Sakarissa, the expected generation of PCB related materials, per vessel, will be 2.5 to 5 tons for disposal.

Contaminated Wastewater: DMI will collect all water and wastewater that is found to be on the drydock floor at all times of the deconstruction phase. DMI will utilize multiple units of 350-gallon capacity totes to fill from pumps and hoses centralized at the downstream low-end sump. To manage customer costs, DMI does not immediately pump the wastewater off the drydock floor to the totes, we allow a short period of time to elapse for evaporation. Full totes are craned to a storage unit on shore. At the shoreside storage tank, the wastewater within the tote is gravity feed into the large tank via hose and valve connection, in this manner the wastewater does not leak onto the blacktop.

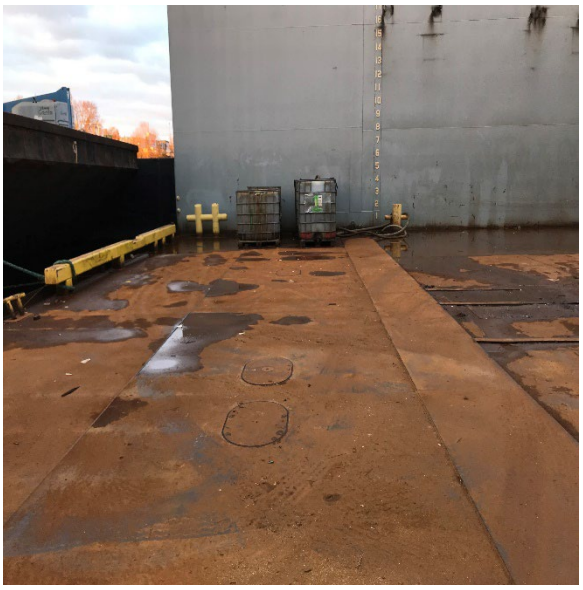
Transportation and disposal services for all wastewaters will be provided by a certified third party.

All documentation is to be gathered and logged by the third-party sub-contractor and provided to DMI on a weekly basis. DMI will contract with a state certified third party to achieve these removals while in compliance of all local, state, and federal laws and regulations.

Based upon the deconstruction data from the vessels Alert and Sakarissa, the expected collection of wastewater, per vessel, will be 30,000 to 90,000 gallons for disposal.

Full Wastewater Totes Ready to crane off Drydock

Totes on Drydock being filled via pump & hose.



Full Totes on Drydock near Lower Sump

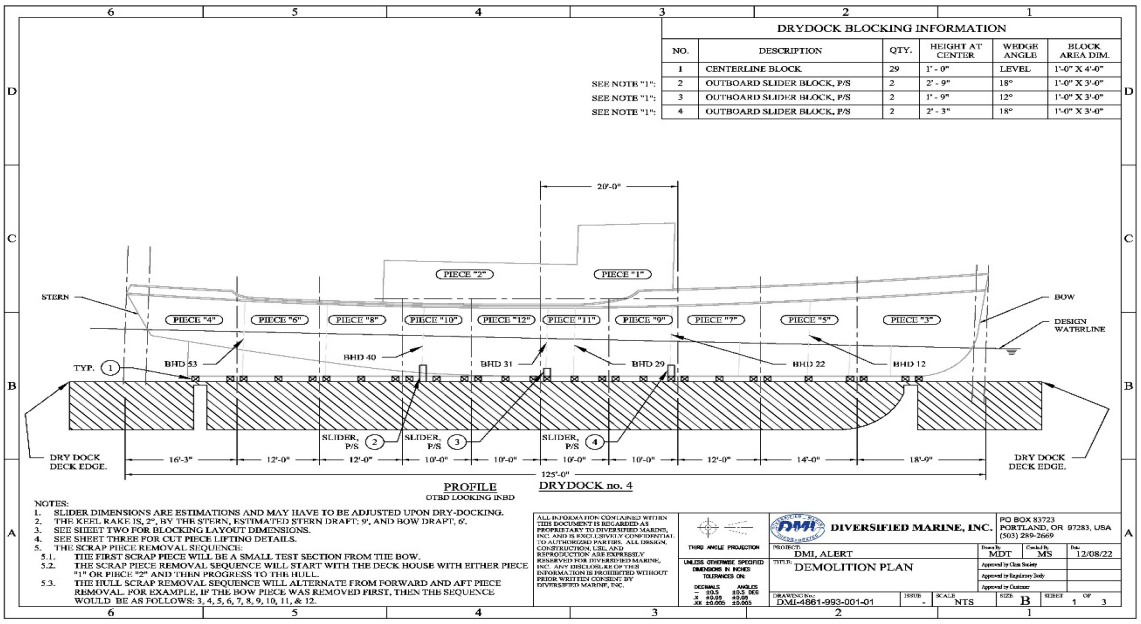
Overhead view at Lower Sump of Totes and Pump/Hoses

No. 8 – Vessel Cut Plan – Deconstruction of Vessel

With the data acquired in task 01, 02 and 03, the professional naval engineer will create a "cut plan" which will ensure the vessels stability throughout the project. A stably vessel will enhance the safety of personnel as they perform duties deconstructing the vessel.

The pre-inspection cut plan theory is as listed as:

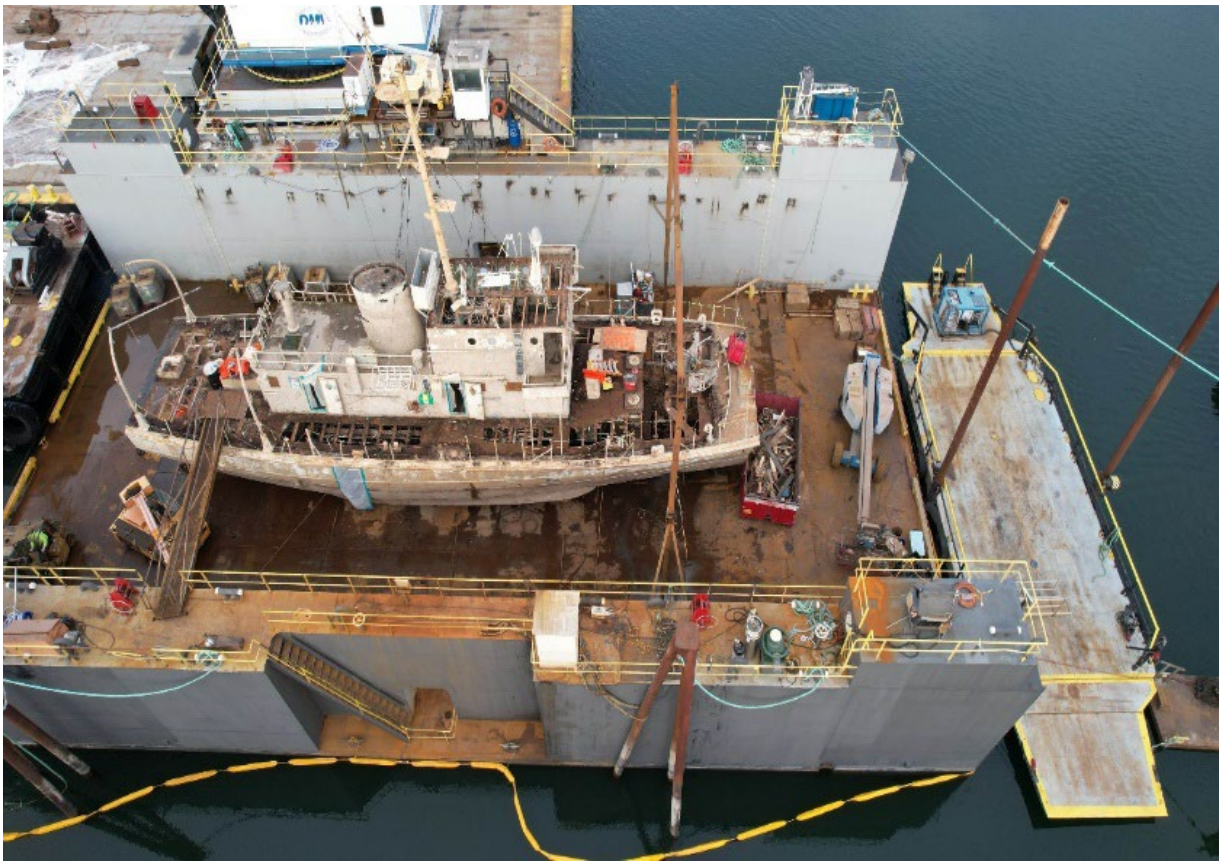
Saw Cut 01 – Bow 1st – 15 tons
Saw Cut 02 – Stern 1st – 15 tons
Saw Cut 03 – Bow 2nd – 20 tons
Saw Cut 04 – Stern 2nd - 20 tons
Saw Cut 05 – Forward Midbody 1st – 25 tons
Saw Cut 06 – Aft Midbody 2nd – 25 tons
Saw Cut 07 – Forward Midbody 2nd – 30 tons
Saw Cut 08 – Aft Midbody 2nd – 30 tons
Saw Cut 09 – Forward Engine Room – 35 tons
Saw Cut 10 – Aft Engine Room – 35 tons
Example of Vessel Cuts & Weights



Professional Engineer Vessel Cut Plan in drydock No. 2

A normal 80-to-120-foot vessel can be disassembled in ten to twelve cuts, depending on the weight of each section. The cut theory starts with what can your crane pick, safely. How is the weight distributed within that piece. Are there remaining fluids within that piece that must be released onto the drydock before the piece is moved. Are there any parts within the piece that could come loose and fall while being moved.

Maintaining a clean and orderly workspace within the drydock is paramount to avoiding safety issues and personnel safety, housekeeping by the deconstruction team is mandated and managed by the on-site Project Manager and Safety Manager.



Alert – Vessel in DMI Drydock No. 2 – Bow & Stern Cuts completed with Sections Removed to Barge

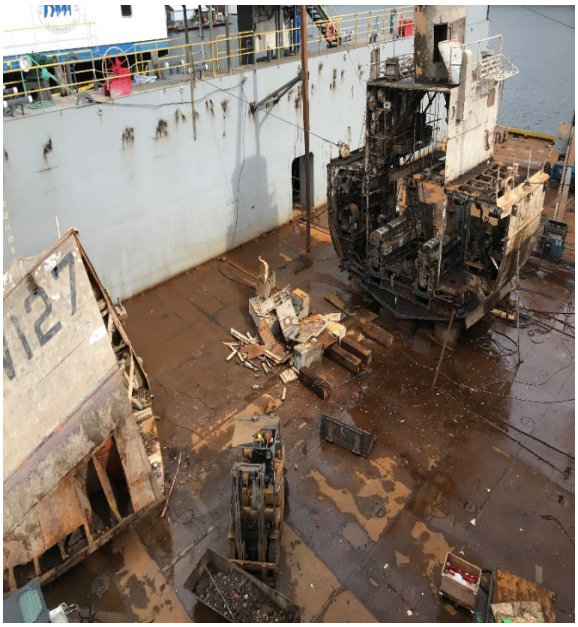
Production: Task Items for Removal of Residuals

No. 9 – Loadout of Vessel Scrap to Recycling Facility

Prior to the initial cut of the vessels hull, DMI will move a barge or barges such as the R-22 and JBT-09, to the downriver end of the drydock.

The flat surfaces of the barges will be covered in a manner that will create a barrier between the pieces and the topside of the barges. This will contain all wastewater, oils, and debris that will drop onto the containment. All waste will be collected and disposed of. No debris will be able to enter the water.

As pieces are cut from the hull, in increments of 5 to 45 tons, the Derrick Barge crane Freedom, from its outboard position to the drydock, will be rigged to four points on the piece, it will then be craned it to a position on the waiting barge. When the first barge is within a safe 70-80% of maximum carrying weight, it will be secured and the second barge will be used. All pieces on both barges will be secured to the decks of the barges through steel rigging equipment.



DD-2 – Final Remanent Pieces of Vessel

DB Freedom – Lifting 35-ton piece from DD-2 to Barge

R-22 and JBT-09 – Barges being filled with vessel scrap pieces.

R-22 – Barge Secured and Ready to Transport to Recycler

Once the barge(s) are loaded with all the vessels scrap, DMI will mobilize its floating derrick crane and the scrap barge(s) to the recycling facility and then under their observation and guidelines, will off load all the vessels steel scrap onto their facility.

Although each vessel differs in size and weight, the expectation is that each vessel will produce 200 to 250 gross tons of carbon steel (Ferrous Metal) for recycling.

In addition, each vessel will produce another 10 to 20 tons of Non-Ferrous metals (stainless steel, brass, copper, etc).

After return to the DMI facility, barges, lift equipment and derrick crane will undergo cleaning measures like those ongoing cleaning tasks on the drydock.

Picture – Remnants of the vessel USNS Tug Sakarissa on the shore at Schnitzer Recycling

No. 10 – Environmental Cleaning of the Drydock

At the conclusion of all deconstruction activities and the removal of all vessel remnants from the drydock, the drydock shall be cleaned in a manner that returns it to the status it was prior to the vessel's entry into the drydock.

The manner of cleaning shall be consistent with all regulations within Diversified's Stormwater Pollution Control Plan.

After removal of the last residual pieces of the deconstructed vessel and prior to the drydocks "return to service" the Shipyard is to at a minimum to do the following, in addition to the Stormwater Plan.

- Blow down and wash down each piece of equipment utilized during the process to capture all waste on the drydock prior to being craned off.

- As wood is absorbent, all wood blocks utilized are determined to be contaminated with waste and are to be washed down and then craned to the municipal garbage containers.
- The drydock wing walls are to be washed down into the drydock to capture all waste on top of and inside the walls.
- By use of shovel and broom, all surface areas of the drydock floor are to be cleaned and residuals collected in waste bags and craned via skiff to the municipal garbage containers where a certified third party will determine where the waste is to be disposed of.
- At no time should the drydock be blown down by air as that would move the contaminates off the drydock and into the water.
- Each of the two sumps, or low points of the drydock, will be cleaned of all waste matter, and disposed of, prior to wash down.
- After erecting a pumping station at the lowest sump with multiple empty totes, and with all scuppers still intact and in place, the drydock floor surface shall be washed down and all waste collected in totes and craned to shore.
- Wash down will include under all concrete blocks and steel cans as these can be moved via forklift.

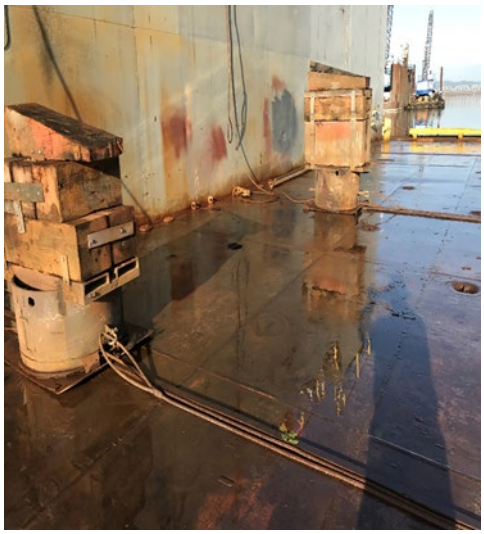
HULL COATINGS:

A special notation regarding hull coatings. It is assumed that all hull coatings are contaminated at some level. It is impossible to accurately test hull coatings for all hazardous materials such as copper and tin (Tributyltin).

The most prudent handling is to not remove these coatings from the hull. All waste collected from the drydock floor is to be assumed to be contaminated with hazardous materials and is to be collected, tested and processed accordingly.

Final inspection of the drydock is to include a representative of DMI's environmental consultants, The Bridgewater Group. With their third-party acceptance of cleanliness, the drydock will be put back in service.

DD-2 - Broom Cleaning Drydock Floor



DD-2 – Cleaned & Ready for Service

CONTINGENCY PLAN

To The

Operations / Production Plan

For The

Deconstruction of Steel Hulled Vessels

Diversified Marine Inc.
1801 N. Marine Drive
Portland, Oregon
97217
(503) 289-2669

2022 Edition
Version 23.01

Frank Manning
President

Information, Rules, Guidelines and Best Marine Practices

GENERAL CONTENTS

SAFETY CONTENTS

PHILOSOPY:

Diversified Marine Inc. (Diversified Marine) is committed to the safety of all the people that enter its work environments and being stewards to the surrounding environment we exist in.

We recognize that our activities and projects can have an impact on the environment in terms of the use of raw materials, emissions to air and water, and waste generation, and seek to minimize this as far as is reasonably practicable. Furthermore, our goal is to embed environmental sustainability into Diversified Marine's activities, thereby driving continuous improvements in the company's environmental performance.

Diversified Marine is committed to:

- Continual improvement in its environmental performance.
- Preventing pollution, contamination, or degradation of the environmental systems in our operating environments.
- Compliance with all Federal, State and Local Environmental legislation and regulations governing our company's operations, activities, and projects.

It is Diversified Marine's policy to:

- Make efficient use of natural resources by conserving energy and water, minimizing waste, and recycling whether it be in the field or at the office.
- Ensure the safe keeping, transportation and subsequent recovery or disposal of all waste.
- Use recycled construction materials whenever these can be commercially justified.
- Keep transport use to a minimum and regularly service vehicles to maintain their efficiency.

CONTINGENCY PLAN PURPOSE:

This plan describes the safety and environmental approach, methods, and procedures to be employed during the performance of these production activities.

Diversified Marine will comply with all applicable environmental, federal, state, and local laws and regulations during the performance of production activities.

Diversified Marine Personnel Responsible for Ensuring Compliance to its Operations and Contingency Plan:

Eric Hunter; Sr. Estimator and Government Relations

DMI Deconstruction Operations

Mobile: 503.330.8042

KEY PERSONNEL AND DUTIES:

Key Administration:

Kurt Redd – Chief Executive Officer

Frank Manning – President and Chief Operations Officer

Brent Carpenter – Chief Financial Officer

Key Production:

Aaron Prouty – Sr. Project Manager, Crane Operator, Diver, Vessel Captain

Eric Hunter – Sr. Estimator and Government Projects

Charles Blood – Project Manager

Ray Frasier – Sr. Vessel Repair & Deconstruction Forman

Brody Schwartz – Manager of Marine Group Operations

LOCATION:

The DMI facility is located at 1801 N. Marine Drive (also known as N. Pier 99 Street), in Portland, Multnomah County, Oregon, 97217.

HOURS OF OPERATION AND ACCESS:

Diversified Marine's regular business hours are defined as "when the facility is engaged in its primary production process," which is from 7 a.m. to 5:30 p.m. Monday through Friday, and Saturdays 7 a.m. to 3:30 p.m. The facility is not normally open on Sundays. The facility is not open to the public at any time.

FACILITY SECURITY:

Diversified Marine is not a MARSEC level location as defined by Homeland Security, but for the safety of our personnel, the facility is surround by 1950 linear feet of 10-foot-high wire fencing topped with 24 inches of Constantine barbed wire. The employee access gates and vehicle access gate are secured with Abloy-Finland 13pin key locks and Schlage 5pin coded locks. The Shipyard is wired to a Honeywell alarm system and a 14-point Pinnacle Camera monitoring system.

WASTE SECURITY MEASURES:

To protect our waste streams from becoming accessible to the public we have taken steps to ensure that non-authorized personnel do not improperly access and distribute such waste streams.

The ten totes utilized for fluid waste management are always stored in a zero fluid state outside the fencing with chain and Abloy locks.

Bob's Metals has placed one of their 10-yard collection boxes in the laydown space with a closable lid and Abloy lock. This box is opened at the beginning of the workday and then sealed and locked at the end of the business day. This box is collected by Bob's every two weeks and an empty box is swapped out.

Waste Management leases to DMI a 40-yard collection box with closable lid and Abloy lock, this collection box is for the general (non-hazardous) garbage that is collected daily. This box is opened at the beginning of the workday and then sealed and locked at the end of the business day. Waste Management collects this box every Friday morning and delivers an empty box in its place.

All drop boxes used by subcontractors to contain and store prior to transportation are both covered and locked.

SPILL PREVENTION CONTROL AND COUNTER MEASURE:

Diversified Marine will design, install, implement, and maintain effective pollution prevention measures to minimize the discharge of pollutants by using the following Best Management Practices (BMPs).

Spill Prevention

To minimize the risk of releases to the environment, Diversified Marine will:

Provide cover, containment, and protection from vandalism for all chemicals, liquid products, petroleum products, and other materials that have the potential to pose a threat to human health or the environment. Storage of more than 25 gallons of flammable liquids or 60 gallons of combustible liquids shall be within cabinets constructed to the requirements of NFPA 30. Not more than 25 gallons of flammable liquids shall be stored in safety cans outside of a flammable liquid storage room or storage cabinet.

- All on-site portable fuel containers (in quantities less than 25 gallons) will be stored within HD plastic-lined enclosed secondary containment structure consisting of raised borders (e.g. wading pool) forming an impervious structure capable of containing at least 110% of the largest volume within the containment structure.
- Secondary containment facilities shall be impervious to the materials stored therein for a minimum contact time of 72 hours.
- Keep material storage areas clean, organized and equipped with an ample supply of appropriate spill clean-up material (spill kit).
- Fuel storage areas will have fire extinguishers available of sufficient size for the entire fuel storage area.
- The integrity of all fuel and oil containers will be monitored and all containers will be placed on bermed plastic and covered from storm water when not in active use.
- Secondary containment facilities will be maintained free of accumulated rainwater and spills.
- In the event of spills or leaks, accumulated rainwater and contaminants shall be collected and placed into drums. These liquids shall be handled as hazardous waste unless testing determines them to be non-hazardous.
- Sufficient separation should be provided between stored containers to allow for spill cleanup and emergency response access.

Spill Response

Should a spill occur, the Supervisor will assess the situation for safety and the potential for the release to pose an immediate threat to human health or the environment. If the supervisor deems the release to be a potential threat, all construction / deconstruction will be aborted and immediate action will be taken to eliminate or minimize the spills impact on the environment.

The following methods and procedures will be used for expeditious contaminant clean-up. At no time will Diversified Marine personnel attempt to contain and/or mitigate a spill if doing so will put them in danger.

	Subcontractors	Spills > Reportable Quantity	Significant or Potential Release of Hazardous Materials
Reporting	Supervisor will assess and report spill to POC	1. Notify the Local Emergency Planning Committee (LEPC) For Region 1, EMA Liaison (562) 795-2973 2. Notify the National Response Center (800) 424-8802	1. Notify 9-1-1 of the emergency. 2. Immediately report the spill or threatened spill to the Oregon Emergency Response System, 1-800- 452-0311, when the spill or threat of a spill includes: • Any amount of oil to waters of the state; • Oil spills on land more than 42 gallons; • Hazardous materials and reportable quantities
Assessment of Release	1. The Project Manager / Supervisor will be notified immediately. Diversified Marine onsite personnel will don appropriate PPE and take immediate actions to mitigate and minimize spill impacts utilizing spill response kits onsite. 2. Safety will be priority number one, operations to eliminate the source of release and clean-up spills will not be undertaken until the Supervisor has performed a hazard analysis and determined that his or her crew will be able to perform response activities safely.		
Securing the Area	1. In the event of a spill, the barge/vessel/trailer will be secured onsite and monitored by onboard crew and/or security watch after hours (as needed).		

	2. For spills in water, floating absorbent booms will be employed immediately to encircle the spill as required to prevent dispersion. 3. Diversified Marine crews will only perform response activities to the level for which they are equipped and trained.

Release Response	1. The spill source will be identified and absorbents will be deployed as needed to completely encircle and isolate the spill site. The spill source will be diagnosed and repaired to eliminate further impacts. 2. Contaminated deck surfaces will be cleaned immediately using absorbent materials following any spill incident to prevent contamination of water runoff (where applicable)
Containment & Disposal	1. All contaminated absorbent materials will be double bagged in drum liners or placed in drums, the exterior and lid of the drum will be labeled (with contents, date, time collected, job location and POC) for disposal contractor questions. 2. The bags and/or drum(s) will be sealed and temporarily stored onsite for post- job transport back to the Diversified Marine shop where proper disposal can be arranged with a certified disposal company.

Spill Control

Equipment and supplies will be tested and/or maintained as necessary to ensure proper operation during our activities onsite. The procedures, instructions, and reports to be used in the event of an unforeseen spill of a substance regulated by the current 40 CFR 68, 40 CFR 302, 40 CFR 355, and/or regulated under State or Local laws and regulations.

- Should a spill occur, Diversified Marine employees who are involved or witness the spill will immediately notify the Supervisor. The Supervisor will determine the extent of the spill and will notify the necessary personnel immediately.
- At the direction of the Supervisor, Diversified Marine personnel will take immediate action to control or minimize the release of hazardous materials within their scope of training and the PPE available to them.
- Diversified Marine will immediately clean-up any “incidental releases” that do not pose a hazard or in any way impact the environment.

Oil Disposal Company

Diversified Marine has a working relationship with Clean Harbors, an Oregon State responder. Clean Harbors will be contacted at 1 (800) 645-8265 to aid personnel in the response should an unforeseen spill emergency occur.

Storm Water Pollution Prevention Plan

Diversified Marine will place secondary containment around all equipment containing oils (fuel, hydraulic, motor oil, etc.). This containment will be kept free of water (to the best extent possible) to provide maximum effectiveness should a spill occur. Secondary containment will meet all qualifications as described previously in this plan

Notifications

AGENCY NAME	CONTACT NUMBER	WHEN TO NOTIFY	AGENCY REGIONS
National Response Center	1-800-424-8802	All Hazardous Substance Releases to the Environment Any amount of oil discharged	National
United States Coast Guard, District 13	206-220-7001	Emergency/Spill Response	Oregon/Washington
Oregon Emergency Response System,	1-800- 452-0311	Any amount of oil to waters of the state. Oil spills on land in excess of 42 gallons; Hazardous materials and reportable quantities	Oregon
Northwest Region, DEQ	1-503-229-5153	Regional ERC	Portland Metro
Western Region, DEQ	1-541-686-7819	Regional ERC	Willamette Valley, Cascades, Central and South Coast
Eastern Region	1-541-633-2010	Regional ERC	East of the Cascades

1. In the event of a significant spill, diving operations will be suspended. The Project Manager and Supervisor will supervise and utilize all necessary Diversified Marine personnel to implement and complete the containment and cleanup.

2. All Diversified Marine personnel in the Deconstruction Program will have 40 Hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training and complete annual 8-hour refresher courses. Based on this training, Diversified Marine personnel are qualified to respond and perform all necessary spill response and cleanup tasks.

3. The following list of materials and equipment will be immediately available at the job site:

- Dry Chemical and water fire extinguisher(s)
- 40 feet of oil only absorbent boom (virgin material that can be rinsed/cleaned and reused)
- 5 bales of oil only absorbent pads

- First Aid and Trauma kit(s)
- Personal protective equipment appropriates to materials on-site.
- Miscellaneous tools
- Polyethylene bags (drum liners)
- Vis queen
- 5-gallon buckets
- Duct tape
- Spill Dry (kitty litter)

Spill kits will be placed near stored hazardous materials on the jobsite in a location that is immediately accessible by responding employees.

Note: Safety Data Sheets (SDS') for hazardous materials present onsite is available at the jobsite. The plan will be updated as necessary should new hazardous materials be brought onsite or removed from the site.

SDS' are always available on a work site.

METHODS / MATERIALS FOR CONTROLLING DEBRIS

Personnel will perform daily inspections of work areas, lay down areas and walkways to ensure they are clear of dust, debris, trash and that flammable or combustible materials are not allowed to accumulate. All flammable liquids will be stored appropriately and at a safe distance from ignition sources. All flammable gases will be secured with their valve caps in place at a safe distance from ignition sources.

Fuel cans are to be checked to ensure that they seal tightly and are free of corrosion and leaks. Damaged fuel cans will be removed from service and properly disposed of. Spill kits will be stationed near fuel storage areas to ensure a prompt clean up in the event of a fuel leak or spill.

MATERIAL STORGE / HANDLING OF SHIPYARD HAZ AND NON-HAZ MATERIALS

To prevent discharges onto the ground or into the water during mixing and transfers of hazardous materials, petroleum products and fuel, Diversified Marine will ensure that materials, both hazardous and non- hazardous are stored in accordance with the following procedures:

- Fueling of compressors, generators and/or related equipment will be conducted using spill prevention and control measures (i.e., fueling cans with built-in funnels, absorbent pads on hand and ready for immediate use).
- Contaminated surfaces will be cleaned immediately using absorbent materials following any spill incident to prevent contamination of storm water run-off (where applicable).
- Emergency repairs of equipment (e.g., compressors) may only be performed onsite if using temporary containment placed beneath the affected equipment. If it is raining when repairs are to be made, a temporary rain cover will be installed over the equipment and containment to prevent substances from spreading.
- Hazardous materials stored onsite should be handled only when necessary and only in accordance with the work practices listed above.

Daily visual inspections will be conducted on all combustion engines, surrounding areas, secondary containment structures and associated fuel and oil containers. These inspections and cleanup procedures ensure that all equipment is free of external petroleum-based products. Daily visual inspections and regular preventive maintenance (i.e., oil level checks) will be conducted on all combustion engines on the project barges and vessels prior to the start of and during operations. Observed leaks will be cleaned-up as necessary and reported to the Supervisor or Project Manager for maintenance and/or immediate corrective action.

Routine inspections and maintenance will be performed to prevent drips, leaks or failures of hoses, valves, fittings, containers, pumps, or other systems that contain or transfer hazardous materials.

EMERGENCY ACCESS TO FACILITIES

To allow 24-hour access by all emergency services the Portland Fire Department has placed two lock boxes at two access locations:

- Portland Fire Department lock box located above employee access gate to main shipyard.
- Portland Fire Department lock box located above access gate at the main office complex.

Policy 1001.00

As a business with extreme diversification, Diversified Marine, Inc. has safety rules and guidelines that cover a wide range of subjects.

This manual is intended to outline safety regulations and guidelines which are considered “general" and will be enforced at all locations.

Safe working practices not only result in higher productivity but also the continued reputation of excellent service that our clients have come to expect.

Safety is a company-wide effort. This means that we all must be conscious of how safe we are working, how safe our fellow employees are working, and the safety of our workplace. A word of caution or a moment to self-check your safety procedures could at the very least help to avoid an injury, but some day it could save your life.

NO JOB IS SO IMPORTANT THAT WE CANNOT TAKE THE TIME TO DO IT SAFELY.

Policy 1001.01

All supervisors have the authority to issue attendance and safety violations. All employees will be subject to the following penalties for safety violations:

- First Violation: oral communication regarding safety violation
- Second Violation: oral discussion and formal write-up
- Third Violation: oral discussion and three-day suspension without pay.
- Fourth Violation: oral discussion and grounds for dismissal

FORMING DMI POLICIES

Policy 1002.00

This manual has been written and our safety committee has been formed within the guidelines and regulations of OSHA (Occupational Safety & Health Act), the State of Oregon, and Industrial Indemnity Insurance (the Worker's Compensation Insurance Company for Diversified Marine, Inc.).

- Suggestions to modify or add safety regulations should be brought to the attention of your supervisor as soon as difficulties are encountered.

ATTAINING OUR SAFETY GOAL

Policy 1002.01

Each employee has an on-going responsibility to use all equipment properly and have full knowledge of all the applicable safety regulations.

To accomplish this Safety Goal, DMI has implemented a Safety Program and has provided regulations to cover most situations. The following is a set of general guidelines DMI has implemented to assure the success of this Goal:

- Provide or require mechanical and personal safeguards as needed for each work situation for the safety and

health or our employees.

- Conduct safety and health inspections to discover and eliminate unsafe work conditions and practices and to comply with applicable safety and health regulations.
- Provide employee safety and health training.
- Form and enforce safety and health regulations.
- Investigate all incidents regardless of degree or severity.
- Report and process claims for any incidents involving injury or illness.

SAFETY COMMITTEE

Policy 1002.02

In compliance with OSHA, our Safety Committee consists of 50% Management and 50% regular employees. The members of the Safety Committee are listed below.

Frank Manning
Brent Carpenter
Aaroon Prouty
Charles Blood

Employee representative Committee members will be appointed on an annual basis. Term of membership will be one year unless the employee is terminated or promoted. If that should occur, a new employee representative will be appointed for the remainder of the annual term.

ORAL/TEMPORARY SAFETY REGULATIONS

Policy 1002.06

There will be times when a job supervisor will speak to an individual employee or the crew concerning safety regulations pertaining to a particular job site or procedure. These oral instructions will be given to the Safety Committee and written regulations will be provided to the employees at the earliest possible time. Each employee will be expected to understand and follow these oral instructions and regulations. It is the responsibility of the employee to clarify any areas they may not understand.

EMPLOYEE'S RESPONSIBILITY

Policy 1003.00

As an employee of DMI, you should be the person most concerned with your personal safety, as your good health is one of your best assets for continued employment.

An unsafe act that endangers a worker or their co-workers will result in a safety violation. This is a general violation and is avoidable using common sense.

EACH EMPLOYEE IS REQUIRED TO:

USE COMMMON SENSE!

- Always observe and practice safe work habits.
- Conduct your work in compliance with department and company regulations, state and federal safety and health regulations, and other rules or regulations which are applicable to your work site or situation.

- Report all injuries or illness immediately to your supervisor or the office. whether medical attention is needed or not.
- Immediately notify the office and your supervisor of any permanent or temporary physical limitations. Temporary duty reassignment will be made, if feasible, as quickly as possible, without penalty to the employee. Continued physical limitation will be dealt with on a case-by-case basis.
- Make full use of all safeguards provided and required for your protection.
- Notify your supervisor of the needed maintenance, or failure of safeguards, on your equipment.
- Do not operate any equipment without proper safety procedures or safeguards in place and operational.
- Never remove guards, or render methods of guarding inoperative, except for the purpose of maintenance.
- Operate only equipment for which you are certified, trained, or authorized.
- Do not use defective tools or equipment.
- Whenever possible, do not work alone. If you must work alone notify your supervisor when your procedure will be complete and report in immediately upon completion.
- Report any hazardous conditions immediately.
- A worker shall stop the machine or moving parts and properly lock-out the starting control before adjusting, repairing, or modifying any equipment.
- Warn any employee who is working in an unsafe manner or in a location which could be hazardous to themselves or other workers.
- Before leaving a job location, notify a supervisor, or others who may have access to your job area, about any hazardous conditions.
- Smoke only in designated areas.
- Thoroughly understand and practice all fire prevention procedures.
- Immediately turn in or report any fire extinguisher which has been discharged, has the seal broken, or has an expired inspection date.
- Use personal protective equipment: hard hats, approved safety glasses, eye shields and hearing protection, where required. Use safety harnesses when working at a height above 6 feet or more, 6 feet from an edge and when inside a boom lift. Use life jackets whenever working near or over water.
- Never use your hands or any portion of your body to reach between moving parts or to remove jams or hang-ups.
- Do not work underneath any precariously supported object until such objects are properly blocked or shored.
- Maintain your work area and equipment in a clean, tidy, and organized manner. Before leaving at the end of your shift, make sure that all work areas are cleared of any debris or tools.
- Observe and obey all safety and health signs and regulations for employees, vehicles, or equipment operations.
- Observe proper lifting techniques. Air nozzles which have a safety tip are the only approved type.
- Compressed air is not to be used for removing debris from clothing which is being worn.
- Any employee who handles or is exposed to a chemical must comply with all provisions of the Company's Hazard Communication program, which is available from the office.
- Read all labels and SDS (Safety Data Sheets) precautions associated with any

Hazardous chemical or material usage.

- Understand and discuss safety, escape, and rescue procedures, as they apply, in each location or situation assigned.
- Make sure your supervisor or partner is aware of any changes of procedures at your location as they occur.
- Notify your supervisor if you have been assigned to a location or procedure for which you are not certified or trained.
- We attempt to have one employee with a First Aid and CPR card is on each crew. Know who these people are and seek their help immediately in the case of an accident. If certified help is unavailable, use common sense to avoid further injury to the victim and call "911" immediately for help. Attempt to stay with the victim until appropriate help arrives. If you must leave, return to the victim as quickly as possible.

EMPLOYER/SUPERVISOR RESPONSIBILITY

Policy 1004.00

Each supervisor is charged, under this Safety Policy, with the responsibility and accountability of aggressively promoting safe work practices by all assigned employees and controlling hazardous conditions within their respective locations and situations.

Each supervisor or the employer (where applicable) is required to:

- Instruct all employees on hazards that may arise in connection with the employees' work and how to avoid such hazards.
- Take immediate action to correct unsafe conditions, work habits, and to eliminate possible safety hazards.
- Let each employee know that any violation of safety rules will subject the employee to immediate disciplinary action or possible termination.
- With any injured employee, have them report immediately to the office and fill out an Incident Report.
- Maintain regular contact with an injured worker to assure the employee that the company is concerned about their condition and wellbeing.
- Provide continuing safety procedures and hazardous communication education and training.
- Inform employees about possible contact with hazardous chemicals or materials and appropriate emergency procedures.
- Make regular visual inspections of job sites for any potential hazards.

FIRE/SMOKING POLICY

Policy 1005.00

Your knowledge of fire procedures is of vital importance. To ensure the safety of all employees, the following basic rules apply:

- All firefighting equipment must be always visible and free from obstruction.
- Fire extinguishers that have been discharged or have the inspection seal broken are to be delivered to your foreman immediately.
- Smoking, a major cause of fire, is not allowed on job sites, except in company designated areas. Completely extinguish and properly dispose of any cigarette or cigar butts.

- During welding and burning procedures make sure that work area is free of all flammable materials and adjacent surfaces are nonflammable and will not be damaged during procedure.
- Before beginning any procedure involving open flame or high heat sources, know for certain where firefighting equipment is located and the location of first aid equipment necessary for burn treatment.

FIRE WATCH POLICY

Policy 1005.10

Requirements for employees performing hot work will include the following:

- Any worker who is performing hot work such as welding, cutting, or grinding is required as stated by OSHA to have a designated fire watch.
- Fire watches must be posted if during hot work if any of the following conditions are present: slag, weld splatter or sparks might pass through an opening and cause a fire.
- Only designated, trained employees in the specific requirements for fire watch and the handling of firefighting equipment such as fire extinguishers or hose lines and the fire pump located on the DMI pier will act as fire watch.
- All fire watch personnel will be trained to wear personal protective equipment (PPE), and PPE will be made available and worn by all personnel acting fire watch.

RESPIRATOR PROTECTION

Policy 1006.00

Certain jobs require the use of a respirator. To wear a respirator must comply with the company guidelines as follows:

- Employees must understand the proper use and fit of the respirator.
- Employees will be notified of any situation where respirators may be needed.
- Employer will provide appropriate respirator and/or cartridges for the given situation.

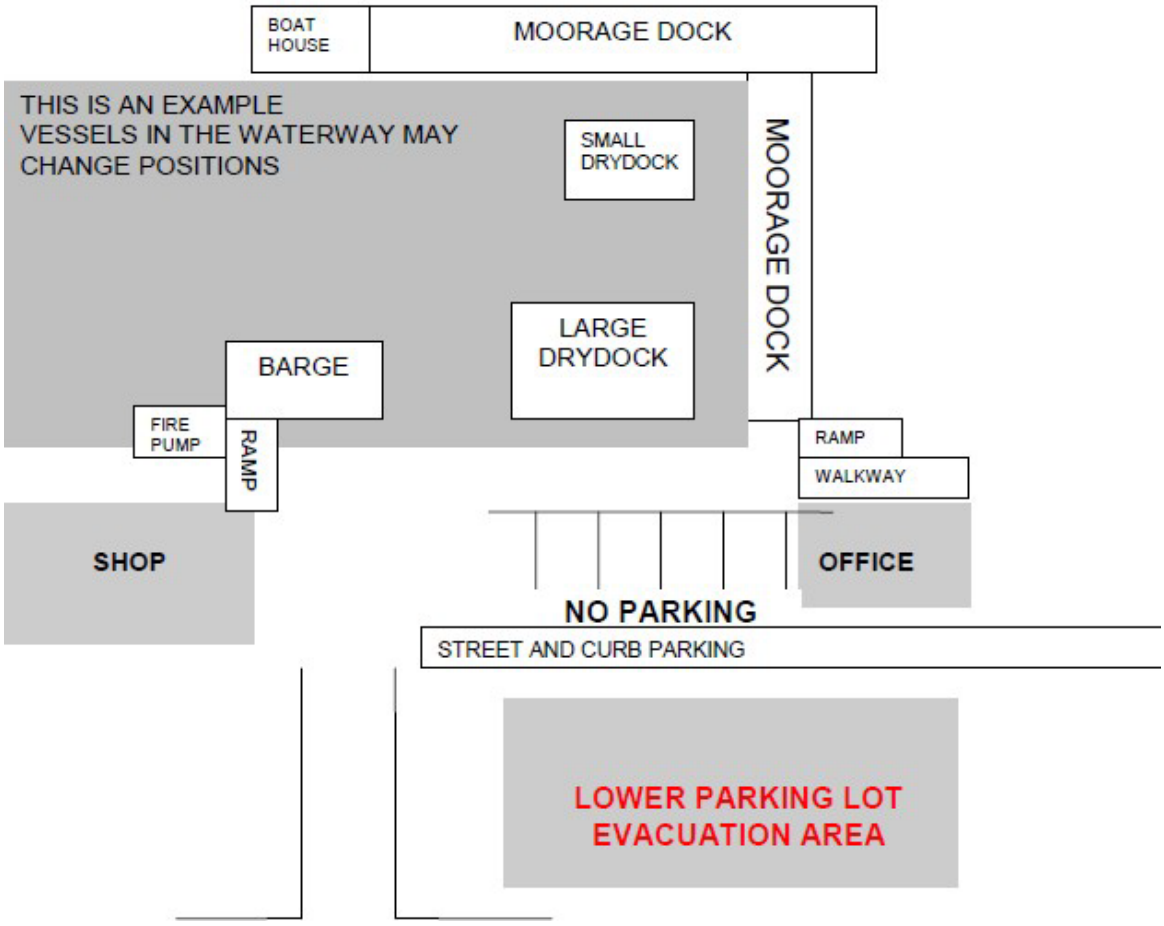
CONFINED SPACE/PRESSURE TANKS

- Any employee entering a confined space must be aware of all potential hazards pertaining to the confined space and must have received confined space training for shipyard workers prior to entry.
- All confined spaces/tanks must be evaluated by a Shipyard Competent Person before entry and the appropriate sign must be posted at the entrance before entry is allowed. Testing is to be done daily and whenever an atmospheric change may occur.

- An open airway/open escape route must be always maintained when an employee has entered a confined space or pressure tank. At no time is a hatch or doorway allowed to be closed with an employee in a confined space.

- **CLOSED TANKS AND CONFINED SPACES CAN CREATE PRESSURE AND CAUSE ILLNESS, UNCONSIOUSNESS AND OR DEATH WITHIN MINUTES.**

EVACUATION PLAN



EMERGENCY ACTION PLAN

WHO IS RESPONSIBLE?

- **YOU** and all Diversified Marine, Inc. employees are responsible and will be held accountable for the safety of themselves, their fellow workers, and the company. DMI provides safety training and CPR and First Aid training for all employees on a routine and ongoing basis to comply with OSHA standards and regulations. All employees are responsible to be present for all designated safety training classes and to implement and carry forth all safety procedures as taught in these classes.

WHAT IS AN EMERGENCY ACTION PLAN?

- An emergency action plan is a plan of action designed to inform all employees what their role will be during any type of emergency. This plan is to be written and implemented by the employer so that all employees will know what course of action must be taken by everyone to ensure employee safety from fire and any other type of emergency.

WHAT IF AN EMERGENCY OCCURS; WHAT ARE YOU GOING TO DO?

- Below are generalized steps you should take to ensure your immediate safety in most emergency situations:
  - **REMAIN AS CALM AS YOU POSSIBLY CAN.**
  - **REMOVE YOURSELF AND ANYONE YOU SAFELY CAN FROM IMMEDIATE DANGER.**
  - **EXIT QUICKLY AND SAFELY TO LOWER PARKING LOT**
  - **CALL 911**

EMPLOYEE NOTIFICATION

- All supervisors have been provided company cell phones that can contact other supervisors and or call 911. In the event of an emergency all supervisors will make sure their work crew has been notified and is evacuating the area.

EVACUATION

If you hear there is an emergency:

- **STOP** what you are doing, shut off all electrical circuits, gases, welding equipment or any other equipment that may be a potential cause for fire or explosion.

- **SHUT OFF** only **the equipment and gases** you are yourself personally using and immediately evacuate the area you are in to the "safe" outside parking area between the office and the shop to wait for further instructions.

- If for some reason, this area is not a potential "safe area" and inside cover is needed, proceed to the office building for safety.

SUPERVISOR RESPONSIBILITY

It will be the responsibility of the immediate supervisor for each job, to make certain all job areas are secure and all employees have evacuated to a "safe" area.

- Supervisors are as follows:
  - Aaron Prouty – Sr. Project Manager
  - Chip Blood – Project Manager
  - Chaz Evans – QA / QC

- Each supervisor will do a head count, assess the situation, and give instructions as needed and appropriate for the situation.

NOTE: It is important for all employees to evacuate to one designated area only so that everyone can be accounted for.

EMERGENCY MEDICAL RESPONSE TEAM

WHAT IS AN EMERGENCY MEDICAL RESPONSE TEAM?

Group of employees with extensive CPR and First Aid training, who are either appointed or voluntary, to respond immediately to all medical emergency situations at the workplace.

All employees who have CPR and first aid training will respond to all medical emergencies immediately upon notification.

NOTE: This does not mean CPR and or any other first aid measures should not be started prior to the arrival of the Emergency Response Team.

FIRST AID KITS

Diversified Marine keeps and maintains First Aid Kits in the following locations.

- Office Building - located in the kitchen area.
- Shop – located on the wall in the stairwell.
- Floating Shop – located on the wall.
- "Mariner" Tug – located in the galley.
- "Sandwick" – located in the galley and wheelhouse.
- "Demon" Tug – located in the engine room.
- "Aaron P" Tug – located in the engine room.
- "Lorelei" Tug – located in the wheelhouse.
- "Tiger" Tug – located in the galley.
- 1 Ton Sterling Truck – located behind the seat.
- Flatbed Truck – located behind the seat.
- "BD Vulcan" Crane – located in the tool compartment.

- "Lucy" Derrick Crane
- "DB Freedom" Crane

All kits are inspected, updated, and refilled routinely or as needed.

- If a kit has been used and there are items that need to be replaced, please notify the office.
- All First Aid Kits are equipped with CPR Micro-shield Barriers and latex gloves and will be kept supplied to maintain OSHA standards.
- A First Responder Kit, and an adult CPR Rescue Mask is kept at the front desk in the office.
- It will be the responsibility of a Medical Response Team member to retrieve and bring the First Responder Kit to the scene of an emergency. Any employee can and should bring a first aid kit to an emergency.

LOCK OUT/TAG OUT SAFETY PROGRAM

The purpose of a lock out / tag out program is to inform and implement a hazardous energy control program for all employees.

- Identify and label all hazardous energy sources.
- De-energize, isolate, block, and/or dissipate all forms of hazardous energy before work begins on the source requiring power.
- The lock out / tag out procedure is as follows:
    - All workers are required to secure energy control devices with assigned locks and keys. One key for each lock the worker controls.
    - Each lock used to secure an energy control device must be clearly labeled with durable tags to identify the worker assigned to the lock.
    - Only the worker who installs a lock/tag is the one who removes it after work has been completed.
    - If work is not completed when the shift changes, workers arriving on shift should apply their own locks before departing workers remove their locks.
    - Verify by test and/or observation that all energy sources are de-energized before work begins.
    - Make sure all workers are clear of danger points before re-energizing the system.
- Follow this simple rule:
    - If the energy source is off, DO NOT turn it on unless you have received permission from the person who applied the lock and/or tag, or your supervisor.
    - For all practical purposes a lock and/or tag can be easily removed.
    - Taking off a lock and/or tag you have not put on, is the same as taking a pair of bolt cutters to the lock.

It is a violation of OSHA rules and this workplace to remove a lock and/or tag without authorized permission. You may be cited with a safety violation if you do.

PREVENTING DISEASE TRANSMISSION

EXPOSURE CONTROL PLAN

The Occupational Safety and Health Administration (OSHA) have issued regulations to reduce or remove the hazards of on-the job exposure to blood borne pathogens.

Employers are required by OSHA to have an "Exposure Control Plan" to protect employees from infection.

- Known contagious diseases including COVID-19 are infections that can have serious consequences if transmitted.
- To prevent disease transmission, you must follow basic precautions each time you prepare to provide care to another person, this includes giving CPR.

The following is a brief overview of the disease-causing process and the necessary steps that need to be taken to prevent disease transmission.

HOW INFECTIONS OCCUR

To understand what type of protection is needed to prevent disease, you will need to understand the disease process and how disease is spread.

- The disease process begins when a pathogen (germ) gets into the body.
- When pathogens enter the body, they can sometimes over-power the body's defense system and cause illness.
- This illness is an infection.
- Most infectious diseases are caused by one of six types of pathogens outlined in the following table:

HOW DISEASE SPREADS

For a disease to be transmitted, all four of the following conditions must be met:

- A pathogen (germ) is present.
- There is enough of the pathogen to cause disease.
- A person is susceptible to the pathogen.
- The pathogen passes through the correct entry site.

Pathogens can enter the body in any one of four ways:

- Direct contact
- Indirect contact
- Airborne
- Vector-borne

DIRECT CONTACT

Direct contact transmission occurs when a person touches body fluids from an infected person.

INDIRECT CONTACT

- Indirect contact transmission occurs when a person touches objects that have touched the blood or another body fluid, such as vomit or saliva, of an infected person.
- These include soiled dressings, equipment, and work surfaces with which an infected person comes in contact. Sharp objects present a particular risk. If sharp objects have contacted the blood or body fluids of an infected person and are handled carelessly, they can pierce the skin and transmit infection.

AIRBORNE

- Airborne transmission occurs when a person breathes in droplets that become airborne when an infected person coughs or sneezes. If a person is coughing heavily, avoid face-to-face contact, if possible.

VECTOR-BORNE

- Vector transmission occurs when an animal, such as a dog or raccoon, or an insect, such as a tick, transmits a pathogen into the body through a bite. A bite from an infected human also is a vector-borne transmission. The carrier is a vector and passes the infection to another animal or person. Rabies and Lyme disease are transmitted this way. You are not usually at risk for vector-borne transmission while on the job.

PROTECTING YOURSELF FROM DISEASE TRANSMISSION

THE EXPOSURE CONTROL PLAN

- Precautions you **must** take to prevent transmission.

DEFENSES AGAINST DISEASE TRANSMISSION

- Cleanliness and Good Hand Washing
- Washing your hands after using the bathroom and before eating is essential in preventing the spread of disease.

MAINTAINING GOOD HEALTH IMMUNIZATIONS

- The CDC (Center for Disease Control) recommends that everyone be immunized. against the following diseases:
    - DPT (Diphtheria, pertussis, tetanus)
    - Polio
    - Hepatitis B
    - MMR (measles, mumps, rubella)
    - Influenza
    - Chicken Pox
- Check with your doctor to see whether you need any boosters to keep your immunizations up to date.

AVOID DIRECT CONTACT

Each time you provide care, CPR and or first aid, you must follow basic precautions to prevent disease transmission:

- Wear protective equipment.
- Gloves and CPR mouth barriers have been placed in all first aid kits and should be used when giving CPR.

- Protective equipment may include protective eyewear, masks, gowns, and shoe coverings.
- These types of protective coverings will probably never be needed at DMI, but everyone should be aware that they need to be used when having direct contact with blood or body fluids.
    - Any time you provide care, regardless of if you were wearing gloves, you must wash your hands for at least 30 seconds, and up to 2 minutes is even better.
    - You should never eat or drink while providing care.
    - Blood and or body fluids need to be cleaned up as soon as possible, using a biohazard clean up kit, under the direction of a trained employee.
    - Any equipment, floors, work surfaces, countertops or vehicle seats soiled with blood or body fluids need to be washed thoroughly with a solution of common household chlorine bleach and water. Approximately ¼ cup of bleach per gallon of water is enough. All surfaces must be cleaned of any soil you can see before using a bleach solution. Be sure all soiled items and clean up materials to be disposed of are placed in a labeled biohazard container or plastic bag.

COVID-19 PROTOCOL

- Employees must wear a face covering within 6 feet of another individual.
- Employees must practice regular hand washing.
- All employees and managers are expected to notify supervisor if they test positivize for COVID-19 or they become aware that another individual who has been present in the worksite has been confirmed as having COVID-19.
- When such a notification occurs or DMI becomes aware that a person with confirmed COVID-19 has been in the workplace by any other means, the following measures will be taken:
- Based on a reasonable assessment of the activity of the individual with confirmed COVID-19, DMI will seek to identify each employee who was likely to have been within 6 feet of the infected individual for a cumulative total of 15 minutes or more. Those employees will be notified individually of the exposure (by telephone, text message, or e-mail) and will be advised that they should seek guidance from their individual physician or from local public health officials about testing options. The individual who was the source of the exposure will *not* be identified.

DOCUMENTATION AND FOLLOW-UP

THIS NEEDS TO HAPPEN IMMEDIATELY FOLLOWING ANY INCIDENT!

- Document in a formal written report with the office. Follow up care and evaluations for prevention of further exposures will be documented and kept on file.
- The OSHA standard requires that an employer make the hepatitis B vaccination series available to all employees who are exposed to blood or other body fluids on the job. It also requires post-exposure evaluation and follow-up to all employees who are exposed.
- In conjunction with these statements this is the procedure that will be followed for Diversified Marine employees in the event of an exposure to blood or body fluids:
    - Wash thoroughly the exposed areas with soap and water for at least 2 min.
    - Come to the office to report the incident on a written form.
    - The office will direct you on seeking medical care for a hepatitis B vaccination if recommended and further follow up care.

HAZARDOUS MATERIALS BE AWARE

- Hazardous materials come in the form of:
  - Explosives, flammable and combustible substances, poisons, and radioactive materials.
  - These substances are most often released because of transportation accidents or because of chemical accidents in manufacturing plants.
  - Diversified Marine, Inc. has available in several locations SDS (Safety Data Sheet) books. These books provide all necessary information for the safe and proper handling of all potentially dangerous chemicals and that are used at Diversified Marine.
  - You need to know what a SDS book is and where to find this book should they need some information from it.

BE PREPARED

- SDS books are provided in the following locations:
  - Main Office
  - Production Office
  - Shop

RESPOND

- If you witness or become aware of a hazardous material spill or accident, report it immediately to your supervisor.
- Stay away from the incident site to avoid getting contaminated. Hazardous materials incidents often involve substances that you cannot see or smell. You may be exposed to a toxic chemical through breathing, touching, eating, or drinking without being immediately aware of the exposure.
- If you are asked to evacuate, shut off all electrical equipment, welding equipment, gases, heating and air conditioning systems and vent fans, or anything that may be a cause for explosion or fire.
- Then leave the premises in a quiet and calm manner.
- You may be instructed to stay indoors rather than evacuate. This is called sheltering-in-place.
- If told to shelter-in-place, immediately get inside the DMI office building and close and lock all windows and doors.

- You could be told to shelter-in-place on a barge or tugboat depending on the location of the incident. You should do so immediately and stay there until you are given further instructions.
- Use wet towels or duct tape to seal gaps under doors or windows, exhaust fans or vents. Cover air conditioners with plastic and tape if possible.
- Close off all nonessential rooms such as storage areas, tool rooms, or any room not needed for shelter.
- If possible, move to an above-ground room with the fewest windows and doors.
- Turn off all ventilation fans.
- Stay in place until you are told you can safely leave. Do not attempt to evacuate the area unless you are told to do so by a trained emergency response person.

NATURAL DISASTERS AND TECHNIQUES FOR SURVIVAL

These suggestions are by no means guaranteed to prevent fatalities but serve only as guidelines from trained experts for techniques that have proven to be effective in severe emergencies.

HOW TO DEAL WITH A DOWNED POWER LINE

- If you are in a car when a pole or line falls, you are much safer remaining inside a grounded vehicle than being on foot. If the wire falls on the car do not touch anything---wait for help. Do not exit the vehicle.
- Working on or near the water when a power line fall can be even more dangerous, especially if the power line has fallen into the water.
- **A live power line in the water can create an electrical current that can reach for several hundred feet**, leaving the potential for electric shock in the water extremely high. This has been known to cause death by electrocution!
    - **Assume that all power lines whether sparking or not are live.**
    - **Stay far away from downed lines and report them to your supervisor immediately.**
    - Current can travel through any conductive material, and water on the ground can provide a "channel" from the power line to you.
    - An electrical shock can also occur when it meets the charged particles near a high-voltage line; direct contact is not necessary for electrocution to occur. Never touch a vehicle that has encounter a live wire---it may still retain a charge.
    - **Do not assume that a non-sparking wire is safe.**
        - Often, power may be restored by automated equipment, causing a dead wire to become dangerous. Stay away from downed lines even if you know they are not electric lines---the line could have encountered an electric line when it fell, causing the downed line to be "hot".
    - **If a person encounters a live wire, use a nonconductive material to separate the person from the electrical source.**
        - Use a wooden broom handle, a wooden chair, or a dry towel or sheet. Rubber or insulated gloves offer no protection.
        - Avoid direct contact with the skin of the victim or any conducting material touching it, until he or she is disconnected; you may be shocked also.
        - After freeing someone from an electric shock, check the pulse and begin rescue breathing and CPR if necessary.

GENERATOR SAFETY

- Never plug a generator into a wall outlet. It can result in injury to you or others and damage to the electrical system.
- Portable generators are gasoline-powered and so should always be placed in a well-ventilated area. Always use an indoor/outdoor, grounded (three-prong) extension cord to connect the generator to an appliance.
- Permanently installed auxiliary generators must meet electric codes

and have a transfer switch to prevent dangerous back-feed of electricity into power lines. The local power company must be notified if a permanent generator is installed.

HOW TO SURVIVE AN EARTHQUAKE

- If you are indoors stay there!
  - Get under a desk or table and hang on to it or move into a doorway.
  - The next best place is in a hallway or against and inside wall.
  - Stay clear of windows, fireplaces, and heavy furniture or appliances.
  - Get out of the kitchen, which is a dangerous place.
  - Do not run downstairs or rush outside while the building is shaking or while there is danger of falling and hurting yourself or being hit by falling glass of debris.
- If you are outside getting into the open, away from buildings, power lines, chimneys, and anything else that might fall on you.
- If you are driving, stop, but carefully.
  - Move your car as far out of traffic as possible. Do not stop on or under a bridge or overpass or under trees, light posts, power lines, or signs.
  - Stay inside your car until the shaking stops.
  - When you resume driving watch for breaks in the pavement, fallen rocks, and bumps in the road at bridge approaches.
- After the quake stops, check for injuries, and apply the necessary first aid or seek help.
- Do not attempt to move seriously injured persons unless they are in further danger of injury. Cover them with blankets and seek medical help for serious injuries.

CHECK FOR HAZARDS

- Put out fires immediately if you are able. Otherwise call 911 for help.
- Gas leaks: shut off main gas valve only if you suspect a leak because of broken pipes or odor.
- Do not use matches, lighters, electrical equipment, or appliances until you are sure there is no gas leak. They may create a spark that could ignite leaking gas and cause an explosion or fire. Do not turn on the gas again if you turned it off---let the gas company do it.
- Damaged electrical wiring: shut off power at the control box if there is any danger to electrical wiring.
- Downed or damaged utility lines: do not touch downed power lines or objects in contact with them.
- Spills: Clean up any spilled or harmful materials such as chemicals or gas.
- Downed or damaged chimneys: approach with caution and do not use a damaged chimney or fireplace (it could start a fire and let poisonous gases into your house.

BE PREPARED FOR AFTERSHOCKS

- Another quake larger or smaller may follow.

BE AWARE

- Use your telephone only for a medical or fire emergency---you could

tie up lines needed for emergency response. If the phone doesn't work, send someone for help.

HOW TO JUMP FROM A HIGH POINT INTO A RIVER

- When attempting a high fall (over twenty feet) into water in an emergency you may not know much about your surroundings, specifically the depth of the water. This makes jumping particularly dangerous.
    - If jumping from a bridge into a river or other body of water with boat traffic, try to land in the channel—the deep-water area where boats go under the bridge. This is generally in the center away from the shoreline.
    - Stay away from any area with pylons that are supporting the bridge. Debris can collect in these areas and you can hit it when you enter the water. More than likely, if it is necessary to jump in the water in an emergency you probably won't have a choice about where you are falling.
    - After surfacing, swim to shore immediately.

HOW TO JUMP

- Jump feet first.
- Keep your body completely vertical.
- Squeeze your feet together.
- Enter the water feet first and clench your buttocks together.
    - If you do not, water may rush in and cause severe internal damage.
    - Protect your crotch area by covering it with your hands.
    - Immediately after you hit the water, spread your arms and legs wide and move them back and forth to generate resistance, which will slow your plunge to the bottom.
    - Always assume the water is not deep enough to keep you from hitting bottom.
- Be Aware
    - Hitting the water as described above could save your life, although it may break your legs.
    - If your body is not straight, you can break your back upon entry. Keep yourself vertical until you hit the water.
    - Do not even think about going in headfirst, unless you are sure the water is at least twenty feet deep. If your legs hit the bottom, they will break. If your head hits, your skull will break.

HOW TO AVOID BEING STRUCK BY LIGHTNING

- Loud or frequent thunder indicates that lightning activity is approaching.
    - When you see lightning, count the number of seconds until thunder is heard and then divides by five.
        - This will indicate how far the storm is from you in miles. (Sound travels at 1,100 feet per second.)
        - If the time delay between seeing the flash (lightning) and hearing the boom (thunder) is fewer than thirty seconds, seek a safer location immediately.
        - Avoid high places, open fields, and ridges above the timberline.
        - If in an open area, do not lie flat—kneel with your hands on the ground and your head low. If you are on a technical climb, sit on a rock or on nonmetallic equipment. Tie a rope around your ankle; this will anchor you if a strike occurs and you are knocked off balance.
- Avoid isolated trees, and rain shelters, as well as shallow depression in the earth—current traveling through the ground may use you to bridge the depression.

- Avoid communications towers, flagpoles, light poles, and metal fences.
- Avoid bodies of water: oceans, lakes, swimming pools, and rivers.
- Wait for the storm to pass.
- The lightning threat generally diminishes with time after the last sound of thunder but may persist for more than 30 minutes. When thunderstorms are in the area but not overhead, the lightning threat can exist even when it is sunny, not raining, or when clear sky is visible.

BE AWARE

- Large, enclosed buildings tend to be much safer than smaller or open structures. The risk for lightning injury depends on whether the structure incorporates lightning protection, the construction materials used, and the size of the structures.
- Fully enclosed metal vehicles such as cars, trucks, buses, vans, and fully enclosed farm vehicles with the windows rolled up provide good shelter from lightning. Avoid contact with metal or conducting surfaces outside or inside the vehicle.
- When inside avoid contact with conductive surfaces with exposure to the outside, including the shower, sink, plumbing fixtures, and metal door and window frames.
- Avoid outlets, electrical cords, and wired electrical devices, including telephones, computers, and televisions (particularly cable TVs).

FIRE PROTECTION FOR SHIPYARD EMPLOYEES

- On September 15, 2004, OSHA set standards for the protection of shipyard workers against fire hazards.
- The standard requires a written fire watch policy and discontinues the practice of allowing workers who perform hot work such as welding, cutting, or grinding to act as their own fire watch.

BASIC FIRE SAFETY TIPS

Note: IN THE EVENT OF A FIRE, REMEMBER TIME IS THE BIGGEST ENEMY AND EVERY SECOND COUNTS!

- Escape first, and then call for help 911 ASAP.
- Do a head count.
- If possible, know two different ways you can escape.
- Never stand up in a fire, always crawl low under the smoke and try to keep your mouth covered with a wet cloth if possible.

Note: Never return to a burning building or work area for any reason; it may cost you your life.

OTHER DANGERS

- Another hazard which exists in a burning building or confined space is the presence of toxic gases.
- Carbon Monoxide is a main by-product of fire. It is odorless, colorless, and tasteless. In high concentration it can immediately cause unconsciousness and subsequent death. Even in moderate amounts carbon monoxide can cause impairment of mental functions much like the lack of oxygen.
- Gas mains, propane tanks, and gasoline driven machinery can explode causing serious injury.
- The structural integrity of the building or vessel can be affected during fire. Ceilings and walls can collapse on top of you, the floors can fall from underneath your feet, and other structures such as stairways, ladders or scaffolding can collapse.
- Often electrical lines can become exposed inside the building and fall from outside connections to the ground on the exterior of the building. This can result in electrocution.

THE MOST LIKELY CAUSES FOR FIRE TO OCCUR AT DIVERSIFIED MARINE: WELDING

- During welding and burning procedures make sure that the work area is free of all flammable materials

and adjacent surfaces are nonflammable and will not be damaged during procedure.

- Before beginning any procedure involving open flame or high heat sources, know for certain where fire-fighting equipment is located and the location of first aid equipment necessary for burn treatment.
- Have a designated Fire Watch Person when you are doing any Hot Work.

ELECTRICAL

- Be sure all electrical cords are grounded before use.
- Do not use an electrical cord if it is frayed, cracked, broken, torn or has damage which could be a potential fire hazard.

CHEMICAL SPILLS OR GAS LEAKS

- If material is spilled or leaks, shut off and eliminate all sources of ignition.
- Recover the free product by adding sand, earth, or other absorbents to the spill.
- Follow the hazardous waste disposal procedures that are established.

CARELESS CIGARETTE SMOKING

NOTE: DIVERSIFIED MARINE IS A NO SMOKING ESTABLISHMENT!

- Smoking is permitted outside in the designated smoking area only and must be 10 Feet away from any buildings, boats, barges, and equipment.
- The designated smoking area other than your own vehicle is the under the covered area along the inside of the fence away from the shop.
- In July 2000 the NO SMOKING Ordinance # 937 took effect, banning all smoking in most workplaces. This does include DMI.

RESPOND

Fire extinguishers are for small fires only. Become familiar with how to use the fire extinguishers:

- When using a fire extinguisher stand back ten feet from the fire
- Keep your back to an exit.
- Remember the **PASS** sequence:
    - **P**ull the pin out.
    - **A**im the extinguisher.
    - **S**queeze or press the handle.
    - **S**weep from side to side at the base of the fire.

If a fire cannot be extinguished using a fire extinguisher within 15 seconds, place the fire extinguisher out of the way and on its side, so no one else will try to use it. Evacuate the area and call 911.

ESCAPE

- If you are in a building, on a barge or boat, and smell smoke or see fire, get out quickly and call 911 from a safe place:
- Notify all employees using the group call from a Nextel phone.
- Before opening a door in a burning building, kneel and check the air coming under the door and feel the door handle. If the air and the handle are cool and you don't smell smoke, kneel behind the door while you open it just a little with your face turned away from the opening. Listen and smell for fire and smoke. If smoke is present use another exit.
- Close doors behind you as you leave.

IF YOU ARE TRAPPED BY FIRE AND HEAVY SMOKE

- Stay low under the smoke and close the doors between you and the fire.
- Open a window slightly and hang something out of it (like a shirt or towel) to attract attention. Stay low and leave the window slightly open for ventilation.
- If your clothes catch on fire, stop where you are, cover your face, drop to the ground, and roll back and forth. **STOP, DROP AND ROLL!**

CONFINED SPACE HAZARD CONTROL PROGRAM

PURPOSE

- Confined spaces present serious hazards that could potentially cause serious injuries or death including, but not limited to, hazardous atmospheres, fire or explosions, and entrapment.
- This Confined Space Hazard Control Program is intended to identify confined spaces and hazard control measures for Diversified Marine, Inc. (DMI).

DEFINITIONS CONFINED SPACE

Have all the following characteristics:

- Is large enough and so configured that an employee can bodily enter and perform assigned work; and
- Has limited or restricted means for entry or exit (for example, tanks, vessels, silos, storage bins, hoppers, vaults, and pits are spaces that may have limited means of entry.)

Confined spaces include but are not limited to:

- pipelines, pump rooms, and barge tanks
    - Is not designed for continuous employee occupancy.
        - Work done in confined spaces falls into two categories:
        - Hot work
        - Welding and burning, abrasive blasting and cutting, and grinding or drilling.
        - Cold work
        - Inspections, spray painting, cleaning, or gas freeing.

ENCLOSED SPACE

- Any enterable space, other than a confined space, which is enclosed by bulkheads and overhead.
- It includes cargo holds, tanks, quarters, and machinery and boiler spaces.

STRUCTURAL VOIDS

- Any enterable hollow structures, appurtenances, or attachments, such as bits or crane booms, which by their small size and confined nature can readily create or aggravate a hazardous exposure.

PERMIT-REQUIRED CONFINED SPACE

Has one or more of the following characteristics:

- Contains or has the potential to contain a hazardous atmosphere.
- Contains a material that has the potential for engulfing an entrant.
- Has an internal configuration such that an entrant could be trapped or asphyxiated by inwardly converging walls or by a floor which slopes downward and tapers to a smaller cross-section; or
- Contains any other recognized serious safety or health hazard.

NON-PERMIT REQUIRED CONFINED SPACE

- Is a confined space that does not contain or, with respect to atmospheric hazards, have the potential to contain any hazard capable of causing death or serious physical harm.

ENTRY

- Is the action by which a person passes through an opening into a permit-required confined space.
- Entry includes ensuing work activities in that space and is considered to have occurred as soon as any part of the entrant's body breaks the plane of an opening into the space.

RESTRICTED ACCESS

- Another hazard surrounding confined space entry is restricted access. Restricted access can mean:
    - Small hatches
    - Ladders to climb.
    - Poor or nonexistent lighting

ALTERNATE ENTRY

A Permit-Required Confined Space may be reclassified for alternate entry procedures if all the following apply:

- The employer can demonstrate that the only hazard posed by the permit space is an actual or potential hazardous atmosphere.
- The employer can demonstrate that continuous forced air ventilation alone is able to maintain that permit space safe for entry.
- The employer develops monitoring and inspection data that supports the demonstrations required by paragraphs 1) and 2).
- If an initial entry of the permit space is necessary to obtain the data required by paragraph 3), the entry is performed in compliance with a PERMIT-REQUIRED CONFINED SPACE.
- The determinations and supporting data required by 1), 2) and 3) must be documented; and
- Entry into the permit space under the terms of Alternate Entry is performed in accordance with the ALTERNATE ENTRY PROCEDURES.

FLAMMABLE AND HAZARDOUS ATMOSPHERE

An atmosphere that may expose employees to the risk of death, incapacitation, and impairment of ability to self-rescue (that is, escape unaided from a permit space), injury, or acute illness from one or more of the following causes:

- Flammable gas, vapor, or mist in excess of 10 percent of its lower flammable limit (LFL);
    - Dusts (wood dust, grain dust, many types of wood dust can be explosive)
        - Fuels & cargoes
        - Operations (painting/cleaning)
        - Reactive products
            - Metals & corrosives
            - Hydrogen
        - Biological Action
            - Methane/natural gas

- Airborne combustible dust at a concentration that meets or exceeds its LFL (may be approximated as a condition in which the dust obscures vision at 5 feet or less);
- Atmospheric oxygen concentration below 19.5 percent or above 23.5 percent
    - An atmosphere with less than 19.5% oxygen is considered deficient and unsafe.
    - They are silent killers offering no warning to the body.
    - Examples:
        - Rusting metal that consumes oxygen in a sealed or poorly ventilated space
        - Preservatives or painting voids which may consume the oxygen through the drying or curing process.
        - Inerting, wherein oxygen is replaced by an inert gas such as nitrogen or carbon dioxide.
        - Burning, welding, or the decomposition or decaying of organic matter
    - Materials that are not normally flammable or combustible, such as human hair, clothing and painted surfaces, become flammable and combustible in oxygen enriched atmospheres.
    - Oxygen enriched atmospheres are most often caused by human error, such as:
        - Leaking oxygen burning torches.
        - Treating oxygen as air
        - Using oxygen to clean work areas
        - Using oxygen to cool off or to clean work clothing.
        - Using oxygen to ventilate a space.
- Atmospheric concentration of any substance which could result in exposure more than its dose or Permissible Exposure Limit (PEL) *and* can cause death, incapacitation, impairment of ability to self-rescue, injury, or acute illness.
- Any other atmospheric condition that is immediately dangerous to life or health.
    - This hazard can result from previous cargoes, coatings, paints, or preservatives.
        - Fuels (benzene, toluene, xylene in gasoline)
    - Welding or other hot work, done in or on confined spaces, can create fumes that result in a toxic atmosphere.
    - Cleaning agents or coating can create fumes that result in toxic atmospheres.
    - The decomposition of organic matter may produce hydrogen sulfide.
        - Crude Oil
        - Bunker C Fuel Oil
        - Asphalt
        - Sewage Tanks
        - Ballast Tanks
        - Fish and crab cargo holds.
    - Carbon dioxide or carbon monoxide, therefore creating a toxic atmosphere.
        - Heater/fires/internal combustion engines

        - Portable welding machines
        - Gas-powered pumps/generators/equipment
- Heat stress
    - Confined spaces can become very hot, especially during summer months.
    - Sufficient ventilation and adequate fluid consumption are the best ways to avoid heat stress.

IDENTIFICATION OF CONFINED SPACES

New vessel construction has confined space entry by both DMI and subcontractor employees associated with areas created by spaces between the vessel hull and interior structure of the vessel, holding tanks, and in the bilge area of the vessels.

SPACE TYPES

Vessel Tanks and Voids:

The following are common confined space tank and void areas:

- Fuel Tanks
- Hydraulic Fuel Tanks
- Oil Tanks
- Water Tanks (black, gray, and fresh water)
- Voids – unused empty spaces

BILGES

Spaces between the bottom portion of the hull and lower floor surfaces can be void spaces, or spaces that contain mechanical electrical or other equipment installed and serviced by other trades.

LAZARETTE

The lazarette is an aft confined space on vessels.

DRY DOCK MECHANICAL AREAS

The dry dock has confined spaces that are entered by workers to service the mechanical workings.

HAZARD TYPES

The confined spaces contain the following hazards type:

- Hazardous atmospheres associated with potential toxic substance exposures such as:
    - Sprayed on paint and primer coverings.
    - Sprayed on flammable paint and primer coverings.
    - Welding emissions

AFFECTED TRADES

- Welders
- Painters
- Electricians
- Fitters

NON-PERMIT REQUIRED CONFINED SPACES

- A Non-Permit Required Confined Space is one that does not contain or, with respect to atmospheric hazards, have the potential to contain any hazard capable of causing death or serious physical harm.
- If there are changes in the use or configuration of a Non-Permit Confined Space that might increase the hazards to entrants, the space must be re-evaluated and reclassify it as a Permit-Required Confined Space if necessary.
- Permit Required Confined Spaces may be reclassified to Non-Permit Required Spaces if all the following conditions are met:
- The space poses no actual or potential atmospheric hazards,
- All hazards within the space are eliminated without making entry to the space,
- Testing and inspection verify that the hazards have been eliminated, and
- The Competent Person certifies in writing:
    - The date,
    - The space location, and
    - The signature of the Competent Person
- If hazards arise in a Non-Permit Required Confined Space, each entrant shall immediately exit the space. The Competent Person will then conduct an evaluation to determine if the space must be reclassified to a Permit-Required Confined Space.

NOTE: Forced air ventilation to control atmospheric hazards does not constitute elimination of the hazard and is covered by Alternate Entry Procedures.

ALTERNATE ENTRY PROCEDURES FOR PERMIT-REQUIRED CONFINED SPACES

THE FOLLOWING PROCEDURES MUST BE USED WHEN MODIFYING PERMIT- REQUIRED CONFINED SPACE ENTRY PROCEDURES FOR ALTERNATE ENTRY PROCEDURES

- Any conditions making it unsafe to remove an entrance cover shall be eliminated before the cover is removed.

- When entrance covers are removed, the opening shall be promptly guarded by a railing, temporary cover, or other temporary barrier that will prevent an accidental fall through the opening and that will protect each employee working in the space from foreign objects entering the space.
- Before an employee enters the space, the internal atmosphere shall be tested, with a calibrated direct-reading instrument, for the following in this order:
    - Oxygen content,
    - Flammable gases and vapors, and
    - Potential toxic air contaminants.
- There may be no hazardous atmosphere within the space whenever any employee is inside the space.
- Continuous forced air ventilation shall be used, as follows:
    - No entry will be made until forced air ventilation has eliminated any hazardous atmosphere.
    - Forced air ventilation will be directed the immediate areas where an employee is or will be present within the space and will continue until all employees have left the space.
    - The air supply for the forced air ventilation shall be from a clean source and may not increase the hazards in the space.
- The atmosphere within the space shall be periodically tested *as necessary* to ensure that the continuous forced air ventilation is preventing the accumulation of a hazardous atmosphere.
- If a hazardous atmosphere is detected during entry:

  - Each employee shall leave the space immediately.
  - The space shall be evaluated to determine how the hazardous atmosphere developed; and
  - The hazardous atmosphere must be eliminated before any additional entry takes place.
- The Competent Person will verify that the space is safe for entry and that the pre- entry measures described above have been executed through a written certification that contains.
  - The date
  - The location of the space, and
  - The signature of the person providing the certification.

PERMIT-REQUIRED CONFINED SPACES

- Permit-Required Confined Spaces exist whenever the space.
- Contains, or has the potential to contain a hazardous atmosphere,
- Contains flowable material or liquids that engulf an entrant.
- Contains an internal configuration that could entrap or asphyxiate an entrant or contains any other recognized serious safety or health hazard.
- Refer to "Definitions" above for more information about permit spaces and hazardous atmospheres.

EQUIPMENT AND PERSONAL PROTECTIVE EQUIPMENT

The following equipment will be provided at no cost to employees and will be used for Permit-Required Confined Space entry operations:

- Industrial Scientific Ventis MX4 instrument for testing of confined spaces for detection of oxygen content, flammable/explosion potential, and the presence of toxic substances. The instrument will be calibrated in accordance with the manufacturer's instructions and specifications.
- Temporary portable ventilation fans and flexible ductwork.
  - Communications radios
  - Respirator Protection
  - Required for toxic or oxygen deficient atmospheres.
- Air purifying respirators may be used only when the space contains adequate oxygen and toxic contaminants are present in low levels within the air-purifying respirator's protection range.
- Personal Protective Equipment:
  - Hard hat.
  - Safety glasses
  - Half-mask tight-fitting respirators for conditions when ventilation of the space cannot control toxic substance exposures to levels below the Permissible Exposure Limit.
  - Hearing protection.
  - Gloves (welders' gloves and other glove varieties as dictated by conditions).
- Adequate lighting equipment
- Barriers/shields for protection from external hazards (not sure if this would be applicable)
- Access/egress equipment (i.e., ladders)
  - Vertical ladders must be near the opening and free from obstructions.
  - The opening must not be blocked by equipment or other supplies.
  - **NEVER CLOSE THE HATCH OR DOORWAY OF A CONFINED SPACE WITH AN EMPLOYEE INSIDE!**
  - Rescue equipment (using Portland Fire Department)

ENTRY PERMIT SYSTEM

- Entry to confined spaces that are classified as Permit-Required spaces must have the entry operations and procedures documented to ensure that all aspects of the entry program are systematically addressed and recorded in writing on the Permit document entry operations are authorized to begin.
- The designated Competent Person and/or Entry Supervisor will be responsible for completing the Entry Permit

PERMIT DOCUMENT

- An entry Permit document will be completed by the Competent Person/Supervisor before any entry operations will begin. The Permit shall document the following information:
- Identification of the permit space to be entered.
- Identification of the purpose for entry into the permit space.
- The date and authorized duration of the permit entry.
- The identities by name of the authorized persons that will make entry to the permit space.
- The identities by name of Attendants participating in the entry operations.
- The identity by name of the Supervisor for entry operations.
- Identification of all hazards or potential hazards associated with the permit space:
    - All pre-entry testing of the space for atmospheric hazards (oxygen deficiency, flammability/explosion potential, and the presence of toxic substances), including the identities of the testers and when the tests were performed.
    - All pre-entry evaluations of other potential hazards (engulfment, entrapment, mechanical) and all control measures to eliminate the hazards (lockout/tagout, isolation, inerting).
- Identification of acceptable entry conditions.
- Recording of all post-entry testing and/or monitoring of the permit space including the identities of the testers and when the tests were performed.
- The rescue and emergency services that can be summoned and the means for summoning those services.
- Means of communication that will be used by Entrants and Attendants to maintain contact during the entry (voice, radio, etc.)
- All required Personal Protective Equipment to be used by Entrants.
- Other equipment such as testing instrumentation, alarm systems, and any rescue/emergency equipment.
- Any other additional information as may be required to ensure the safety of Entrants given the characteristics of the permit space.
- Signature of the entry Supervisor authorizing entry.

PERMIT MANAGEMENT

- Permits will be posted at the entrance to the permit space to enable all affected persons and their authorized representatives to review the permit and confirm that all necessary pre-entry procedures have been completed.
- The duration of any Permit will not exceed the time required to complete the task identified on the Permit.
- The Supervisor will terminate entry and cancel the permit when:
    - Entry operations covered by the Permit have been completed; or
    - A condition that is not allowed under the Permit arises in or near the permit space.
- Any problems encountered during a permit entry will be noted by the Supervisor on the Permit so that appropriate revisions to this hazard control plan can be made.
- Permit Retention: All Permits will be retained for a minimum of one (1) year to be included in the required annual review of this Confined Space Hazard Control Plan.

ENTRANT DUTIES AND RESPONSIBLITIES

All employees making entry to confined spaces will:

- Will be issued a clip on, laminated ID tag.
    - This tag must be always kept on you.

- Know the specific hazards associated with the confined space entry.
- Know the mode, signs or symptoms, and consequences of any hazard exposures.
- When you enter a confined space, you are REQUIRED to post your name tag on the designated posting area at the entrance to the space.
- Properly use all equipment necessary for the safe entry of confined spaces
- When you leave a confined space and move more than 20 feet from the entrance you are REQUIRED to remove your name tag from the posting area.
- Alert the Attendant whenever:
    - Entrant recognizes any warning sign or symptom of exposure to a dangerous situation or condition.
    - Entrant detects a prohibited condition.
- Exit from the permit space as quickly as possible whenever:
    - An order to evacuate the space is given by either the Attendant or Supervisor.
    - Entrant recognizes any warning sign or symptom of exposure to a dangerous situation or condition.
    - Entrant detects a prohibited condition.
    - An evacuation alarm is activated.

ATTENDANT DUTIES AND RESPONSIBILITIES

- A person trained in emergency rescue procedures who is assigned the task of monitoring the safety of workers inside the confined space.
- The attendant maintains constant communication with workers inside the confined space and is available to render immediate aid.
- Attendants are persons who remain outside the permit space(s) during entry operations and monitor entrance activities to ensure the safety Entrants.
- Attendants will be stationed outside permit spaces as necessary:
    - At least one attendant will be stationed outside each space for the duration of the entry operations.
    - If all of the required duties of an Attendant can be effectively performed:
        - Attendants may monitor more than one space simultaneously and the Permit will specify the means and procedures necessary to enable the Attendant to respond to an emergency in one or more of the spaces without distraction to their required duties.
        - Attendants may be stationed at any location outside the space.

ATTENDANTS WILL

Know the hazards that may be confronted during the entry, including information on the mode, signs or symptoms, and consequences of the exposure.

Know the possible behavioral effects of hazard exposure in entrants.

Continuously maintain an accurate count of Entrants into the permit space, to include their identities and maintain

the information accurately on the Permit.

Remain outside the permit space until entry operations are completed or relived by another Attendant. No Attendants are authorized to enter permit spaces for rescue.
Communicate with Entrants as necessary to monitor status and alert entrants of the need to exit the permit space if necessary.

- Monitors conditions inside and outside the permit space to ensure that the space continues to be safe.
- Orders Entrants to exit the permit space immediately under any of the following conditions:
    - Attendant detects a prohibited condition.
    - Attendant detects the behavioral effects of a hazard exposure in an Entrant.
    - Attendant detects a condition outside the permit space that could endanger Entrants.
    - Attendant is unable to effectively perform all required duties and responsibilities.
- Summon rescue and other emergency services immediately upon determining that an Entrant may need assistance to escape the permit space.
- Takes the following actions when unauthorized persons approach or enter the permit space while entry is underway:
    - Warn the unauthorized person that they must stay away from the permit space.
    - Command the unauthorized person to immediately exit the permit space if entry is made.

Inform Entrants and Supervisor if unauthorized persons have entered the space.

- Performs non-entry rescues as specified by the rescue procedure in this Confined Space Hazard Control Plan.
- Engage in no activities that might interfere with the Attendant's duties and responsibilities.

ENTRY SUPERVISOR DUTIES AND RESPONSIBILITIES

- An Entry Supervisor is responsible for determining if acceptable entry conditions are met at a permit space where entry is planned, for authorizing entry, for overseeing entry operations, and for terminating entry operations as needed. Entry Supervisors may also serve as an Attendant or Entrant provided the person is appropriate training and equipped for each role.
- The Entry Supervisor will:
    - Know the hazards that may be confronted during the entry, including information on the mode, signs or symptoms, and consequences of the exposure.
    - Verify by a thorough review of the Permit that all testing and monitoring have been completed, and that all procedures and equipment specified by the Permit are in place before authorizing the permit space entry with a signature on the Permit document.
    - Terminates the entry and cancels the Permit when entry operations are completed, or when a condition not allowed by the Permit in or near the permit spaces arises.
    - Terminated Permits will be removed from the space entrance and the entrance will be secured to prevent unauthorized entry.
    - Verifies that rescue services are available and the means for summoning them are operable.
    - Removes any unauthorized persons who enter or attempt to enter the space during entry operations.
    - Determines, whenever responsibility for a permit space entry operation is transferred and at intervals dictated by the hazards and operations performed within the space that entry operations remain consistent with terms of the entry permit and that acceptable entry conditions are maintained.

COMPETENT PERSON

- A competent person is an employee that has received the training and knowledge to read the appropriate test instruments, specifying necessary safety precautions, and properly completing the

required entry or work permit.

- The ability to understand the information left by the Marine Chemist or a person authorized by the United States Coast Guard.
- Any job which involves a confined space will require that a competent person supervise the project and issue an entry or work permit before the confined work is allowed to begin.

DMI COMPETENT PEOPLE

- Ray Frasier – Sr. Foreman
- Aaron Prouty – Sr. Project Manager
- Chaz Evans – QA/QC
- Brody Schwartz – Director of Marine Group
- Chip Blood – Project Manager

CONFINED SPACES TESTING

Before each shift, the designated Competent Person will test all confined space work areas with calibrated testing instrumentation for the following in order:

- Oxygen content
- Flammability/explosion potential
- Toxic substances

The Competent Person will repeat testing as necessary at the end of each shift when the Competent Person determines that additional overnight ventilation of confined spaces will be necessary to control exposures before the next shift.

SUB-CONTRACTOR ENTRY TO PERMIT –REQUIRED CONFINED SPACES

Whenever a sub-contractor is performing work in a Permit-Required Confined Space, DMI will.

- Notify the sub-contractor that they must implement a Permit-Required Confined Space program in compliance with federal OSHA CFR 1910.146.
- Notify the sub-contractor of the reasons why the space is a Permit-Required Confined Space to include an identification of all hazards.

- Notify the sub-contractor of any precautions or procedures DMI has implemented for the protection employees in or near the affected space(s).
- Coordinate entry procedures with the sub-contractor when both DMI and sub- contractor employees will be working in or near permit spaces.
- Debrief the sub-contractor when the work is finished concerning the procedures followed and any hazards encountered.

THE SUB-CONTRACTOR WILL

- Obtain any available information regarding space hazards and entry operations/procedures from DMI.
- Coordinate entry procedures with the sub-contractor *when both DMI and sub- contractor employees* will be working in or near permit spaces.
- Notify DMI of the details of their Permit-Required Confined Space program and of any hazards confronted or created in the space(s).

RESCUES AND EMERGENCIES

- Rescues and emergency services will be provided by the Portland Fire Department. Each Attendant will be equipped to summon a rescue effort via 911.
- Periodic coordination will take place with fire department responding persons and/or their representatives to:

- Ensure they can reach victim(s) within an acceptable time frame.
- Ensure they have the equipment and proficiency necessary to perform necessary rescue services.
- Inform them of the hazards they may encounter when called upon to perform a rescue at the site.
- Provide rescue personnel access to all permit spaces from which rescue may be necessary so that they can develop appropriate rescue plans and practice rescue operations.
- Any Safety Data Sheets for substances will be made available to emergency medical responders that might be treating an exposed worker.

TRAINING

Employees engaged in confined space entry operations will be provided with all the information necessary to understand, know, and possess the skills necessary to safely perform their duties under this Confined Space Hazard Control Plan.

Training will be provided to each affected employee:

- Before being assigned duties associated with confined space entry operations
- Before there are any changes made to an employee's duties associated with confined space entry operations.
- Whenever there is a change in entry operations that present a hazard about which the employee has not been previously trained.
- Whenever there is reason to believe that deviations are being made from the procedures outlined in this Confined Space Hazard Control Plan, or whenever an employee demonstrates that their knowledge or understanding of the plan is inadequate.
- Establish employee proficiency in entry operations duties.

- Be certified in writing that the training has been accomplished with:
  - The names of each employee that has undergone the training.
  - Signature(s) of the persons conducting the training.
  - Date of the training.

EMPLOYEE NOTIFICATION AND PLAN DEVELOPMENT

All affected employees and their authorized representatives will be consulted on the development and implementation of all aspects of this Confined Space Hazard Control Plan.

The following will be made available to affected employees and their authorized representatives:

- The opportunity to monitor and/or observe pre-entry testing and ongoing testing/monitoring of the space.
- A re-evaluation of the permit space when they have reason to believe that evaluation of the permit space may not have been adequate.
- All written testing/monitoring results done in association with this plan.
- All written certifications described in this plan.
- Training documents and certifications.
- Contents of this Confined Space Hazard Control Plan.

FIRE AND EXPLOSIVES

- Previous cargoes may have contained flammable or combustible liquids or vapors.
- Certain tank coatings and preservatives present the same danger.
- Burning and welding gases and un-cured tank coating may also contain flammable or combustible liquids or vapors.

- These liquids or vapors could result in a fire or explosion.

DIRECTIONS FOR DMI FIRE PUMP

Located on the Diversified Marine Pier just north of the shop building is the fire pump that has been installed in case of fire on the water in the DMI moorage area. Directions for using the fire pump are stated below:

- The winch lowers the pump into the water.
- The welder closest to the winch has to be "ON" to operate the winch.
- When the pump is lowered into the water, water from the river is pumped up to the nozzle where it sprays out the water.
- There is a lever at the nozzle that turns on the flow of water. A hose is attached to the nozzle to get to the site of the fire.

RESCUE PROCEDURES

- DMI will rely on the City of Portland's emergency services and dial 911 in any type of Confined Space Emergency.
- No one is to enter the confined space after an accident has occurred unless it is totally clear of doing further damage and is tested again by the competent person.

SECURING THE SPACE:

- Electrical and mechanical equipment must be isolated, locked out or tagged out per OSHA 1910.147 requirements prior to entry into the confined space. Electrical isolation must take place with a key-type padlock, with the key to remain with the person inside the confined space.
- If more than one person is inside the confined space, each person must place their own lock on the breaker.
- Mechanical equipment must be isolated by disconnecting linkages or removing drive chains or belts.
- Pipelines must be secured; blanks to secure lines must be capable of withstanding the maximum working pressure load of the line and be resistant to materials contained in the pipelines.
- Shutoff valves must be locked in a closed position and tagged for identification.
- Pumps and compressors serving the lines must be locked out to prevent accidental activation.
- Compressed gas cylinders are not allowed inside the confined space.

OXYGEN BY VOLUME	DURATION	RESULTING CONDITION & EFFECTS
23% and above	Immediate hazard	Oxygen enriched, extreme fire hazard.
21%	Indefinite	Usual oxygen content of “Air”.
19.5%	Not stated	Minimum “Safe Level” for entry without air- supplied respirators: OSHA, NIOSH
12-16%	Seconds to minutes	Increased pulse and respiration;’ disorientation, impaired judgment; some coordination loss.
10-14%	Seconds to minutes	Disturbed respiration; faulty judgment; rapid fatigue; emotional upset; poor circulation.
6-10%	Seconds	Nausea; vomiting; inability to move freely; mental failure. fainting (loss of consciousness followed by death.
6%	Seconds	Convulsions: gasping respiration followed by cessation of breathing; cardiac arrest; death in minutes.

CONFINED SPACE

Carbon Monoxide Atmospheres

CO LEVEL IN PPM	RESULTING CONDITION & EFFECT
35	Permissible exposure level, 8 hours (OSHA)
200	Possible mild frontal headache in 2-3 hours
400	Frontal headache and nausea after 1-2 hours. Occipital after 2 1/2 to 3 1/2 hours
800	Headache, dizziness, and nausea in 45 minutes. Collapse and possibly death in 2 hours
1600	Headache, dizziness, and nausea in 20 minutes. Collapse and possible death in 2 hours
3200	Headache and dizziness in 5-10 minutes. unconsciousness and danger of death in 30 minutes
6400	Headache and dizziness in 1-2 minutes. Unconsciousness and danger of death on 10-15 minutes
12,800	Immediate effect - unconsciousness. Danger of death in 1-3 minutes

Source - American Industrial Hygiene Association

CONFINED SPACE POSTINGS

"SAFE FOR HOT WORK"

- Oxygen content does not exceed 22%.
- Flammable vapor is less than 10% Lower Explosive Level (LEL).
- The residues/materials in the space are not capable of producing 02 concentrations >22% or flammable vapor concentrations =10% LEL in the presence of hot work.
- The adjacent spaces have been cleaned, inerted, or treated sufficiently to prevent the spread of fire.

"NOT SAFE FOR HOT WORK"

- The space does not meet the criteria of "Safe for Hot Work".
- No hot work may be done on or in this space.

"SAFE FOR WORKERS"

- Oxygen content 19.5% - 22%.
- Flammable vapor <10% LEL.
- Toxic atmospheric levels within permissible concentrations.
- Any residues or materials associated with the work will not produce an uncontrolled release of toxic materials.

"DO NOT ENTER/NOT SAFE FOR WORKERS"

- The space does not meet the criteria for "Safe for Workers" designation.
- Employees may not enter.

"ENTER WITH RESTRICTIONS"

- A space that may be entered only if engineering controls, personal protective equipment, clothing, and time limitations are specified.

OVERVIEW OF HAZARD RECOGNITION, EVALUATION & CONTROL

LOOK AT YOUR SURROUNDINGS

- **PHYSICAL**
  - Electrical
  - Mechanical
  - Engulfment
  - Temperature
- **KNOW YOUR ESCAPE ROUTE**
  - Confined space configuration/characteristics
- **KNOW WHAT IS IN OR HAS BEEN IN YOUR SPACE**
  - Confined space history
  - Process contents
  - SDS for prior cargo
- **KNOW WHAT HAZARDS YOUR WORK WILL POSE**
  - ANTICIPATED WORK OR ACTIVITY

OVERVIEW OF GENERAL WORK PRACTICES IN CONFINED SPACES

Personnel will work according to the following guidelines:

- A trained competent person will evaluate all confined spaces prior to any entry.
- The competent person will complete the entry/work permit and post a copy of the completed permit at the work site.
- The competent person will also post appropriate warning signs/barricades, etc.
- The competent person will then review the permit and any requirements and hazards with entrants.
- Only workers who have completed the necessary training will be assigned to confined space projects.
- No workers will enter the confined space until all the necessary equipment (ventilation, rescue, PPE, lighting, firefighting, etc.) is available and in good working order.
- Is the space you are entering a manhole or hatch?
- Is there a barricade present at the opening?
- Are there any obstructions at the opening? Keep the opening free from obstructions to ensure a safe egress.
- Is there ample lighting in the space you are entering and is it explosion proof?
- Do you have your name badge hanging on the barricade when you enter the space?
- Remove your name badge when you exit the space and move at least 20 feet from the opening.
- Never ever close a hatch or manhole when there is someone in the space below.

INSTRUCTIONS FOR FORM OSHA-74

1. This form shall be used to log the inspections and tests by Section 1915.10 (c)(1) and/or section 1916.10 (c) (1) and/or Section 1917.10 (c) (1).
2. This record shall be available for inspection in the immediate vicinity of the

affected operations while they are in progress and shall be kept on file for a period of at least 3 months from the date of the completion of the job.

3. Date. – Enter the date of the job completion at the upper right-hand corner.
4. Vessel. – Name of the vessel.
5. Type. – Indicate tanker, dry cargo, passenger, miscellaneous vessel, etc.
6. Report Number. – It is suggested that the Report Number be used to number sequence and the number of sheets covering the same operation.
7. Space. – Name each space (e.g., No. 5 stbd. D.B. Tank) in which inspections are made or tests taken. Note the cargo last carried if significant.
8. Operation. – Name the operation to be performed, such as cleaning, inerting, painting, hot work, cold work, etc.
9. Date and Time. – The tests shall be listed in the order in which they are taken.
10. Results. – Give meter readings and types of instruments used, where applicable. Otherwise indicate “inspection” or “flammability test”.
11. Findings and Instructions. – Interpret findings of inspections or test readings in terms of the spaces being safe, and when necessary, indicate precautions to be taken.
12. Initials and Signatures. – The competent person shall initial each test or inspection made. The full names shall be written in the spaces below.

Names of competent persons whose initials appear on the form:

_____

_____

_____

FALL PROTECTION

DEFINTIONS AND IMPORTANT TERMS

Adjustable suspension scaffold: A suspension scaffold with a hoist (or hoists) operated by workers on the scaffold.

Bearer: A horizontal transverse scaffold member, upon which the scaffold platform rests, that joins scaffold uprights, posts, and poles.

Boatswain's chair: A single point adjustable suspension scaffold consisting of a sea or sling that supports one person in a sitting position.

Brace: A rigid connection that holds one scaffold member in a fixed position with respect to another member, building or structure.

Catenary's scaffold: A suspension scaffold consisting of a platform supported by two horizontal and parallel ropes attached to structural members of a building or other structure.

Cleat: A structural block used at the end of a platform to prevent the platform from slipping off its supports. Cleats also provide footing on sloped surfaces such as crawling boards.

"Competent person" means one who can identify existing and predictable hazards in the surroundings or working conditions which are unsanitary, hazardous, or dangerous to employees, and who has authorization to take prompt corrective measures to eliminate them.

Crawling board (chicken ladder): A supported scaffold consisting of a plank with cleats spaced and secured to provide footing.

Deceleration device: Any mechanism that dissipates energy during a fall arrest or limits the energy imposed on a worker during fall arrest.

Exposed power lines: Unshielded electrical power lines that could contact workers. Exposed power lines do not include extension cords or power tool cords.

Float (ship) scaffold: A suspension scaffold consisting of a braced platform resting on two parallel bearers and hung from overhead supports by fixed-length ropes.

Guardrail system: A vertical barrier consisting of top rails, mid-rails, and posts. Prevents workers from falling to lower levels.

Hoist: A manual or power-operated mechanical device that raises or lowers a suspended scaffold.

Ladder jack scaffold: A supported scaffold, consisting of a platform resting on brackets attached to ladders.

Lifeline: A flexible line that connects to an anchorage at one end and hangs vertically (vertical lifeline), or that connects to anchorages at both ends and stretches horizontally (horizontal lifeline); it connects other components of a personal fall arrest system to the anchorage.

Needle beam scaffold: A scaffold suspended from needle beams.

Personal fall arrest system: An anchorage, connectors, and a body harness used to arrest a worker's fall. May also include a lanyard, deceleration device, or lifeline.

Platform: means a work surface elevated above lower levels. Platforms can be constructed using individual wood planks, fabricated planks, fabricated decks, and fabricated platforms.

Qualified person: means one who, by possession of a recognized degree, certificate, or professional standing, or who by extensive knowledge, training, and experience, has successfully demonstrated his/her ability to solve or resolve problems related to the subject matter, the work, or the project.

Scaffold: means any temporary elevated platform (supported or suspended) and its supporting structure (including points of anchorage), used for supporting, employees or materials or both.

Supported scaffold means one or more platforms supported by outrigger beams, brackets, poles, legs, uprights, posts, frames, or similar rigid support.

Suspension scaffold: means one or more platforms suspended by ropes or other non- rigid means from an overhead structure(s).

PROTECTING WORKERS FROM FALLING

WHEN DO YOU USE FALL PROTECTION:

- Workers on scaffolds more than 10 feet above a lower level must use fall protection.
- The employer has the option, in many cases, of protecting workers with guardrails or personal fall arrest systems. On single-point or two-point adjustable suspension scaffolds, however guardrails and personal fall arrest systems are required.
- On other types of scaffolds only personal fall arrest systems are allowed.

WHAT IS A PERSONAL FALL AREST SYSTEM?

- A personal fall arrest system consists of an anchorage, connectors, and a body harness. It may also include a lanyard, deceleration device, or lifeline.
- The top edge of top rails on supported scaffolds, and on all suspended scaffolds where both a guardrail and a personal fall arrest system are required must be between 38 inches and 45 inches above the platform surface.

Fall protection required	Type of scaffold
Personal fall arrest system	• boatswain's chair • Catenary's scaffold • float scaffold • needle beam scaffold • ladder jack scaffold
Guardrails	• self-contained adjustable scaffold when platform is supported by the frame structure. • walkways located within a scaffold
Personal fall arrest system and guardrails	• single-point adjustable suspension scaffold • two-point adjustable scaffold • self-contained adjustable scaffold when • platform is supported by ropes
Personal fall arrest system, guardrails, or grabline	• crawling board (chicken ladder)
Personal fall arrest system or guardrails	• overhead bricklaying on a supported scaffold • all other types of scaffolds not identified in this table

LANYARDS AND PERSONAL FALL ARREST SYSTEMS

Personal fall arrest systems used on scaffolds must be attached by a lanyard to a vertical lifeline, horizontal lifeline, or structural member that will hold at least 5,000 pounds.

- A competent person should decide the most appropriate connection. When a lanyard is connected to a horizontal lifeline on a single-point or two-point adjustable suspension scaffold, the scaffold must have independent support lines and automatic locking devices that can stop the scaffold if the suspension ropes fail.

AERIAL LIFTS

- The fall protection required for persons who work on aerial lifts depends on the type of aerial lift used.

AERIAL LIFTS

- The major causes of injuries and fatalities involving aerial lifts are falls, electrocutions, and collapses or

tip-overs.

- Aerial devices include boom-supported aerial platforms, such as cherry pickers or bucket trucks, aerial ladders, and vertical towers (OSHA regulates scissor lifts as mobile scaffolds, not as aerial devices).

SAFE WORK PRACTICES FOR AERIAL LIFTS INCLUDE:

- Ensure that workers who operate aerial lifts are properly trained in the safe use of the equipment.
- Test the controls and inspect the aerial lift before use each day. Make sure that all controls are clearly marked as to their function.
- Never override hydraulic, mechanical, or electrical safety devices.
- Maintain and operate aerial lifts according to the manufacturer's instructions.
- Always stand firmly on the basket floor. Do not sit or climb on the edge or rails of the basket. Never use planks, boxes, or other items inside the basket to extend your reach.
- Ensure that all wheels of an elevated lift are on a solid base. Use outriggers, if provided. Set the brakes and use wheel chocks when on an incline. Do not exceed the load limits of the equipment. Allow for the combined weight of the worker(s), tools, and materials.
- De-energize and lockout/tagout aerial lifts before performing any maintenance or repairs.

WORKING NEAR POWER LINES

- Maintain a minimum clearance of at least 10 feet away from the nearest overhead line. In addition, any conductive object that can be contacted must be maintained at least 10 feet from overhead lines.
- Conductive objects could be wires, transformers, ducts, pipes, or other equipment. Always treat overhead lines as energized, even if they are down or appear to be insulated. Never lose awareness of the overhead hazard.

STRUCK-BY, CRUSHED-BY, OR CAUGHT-IN HAZARDS

- Establish and clearly mark a danger zone around the aerial lift support vehicle. Never move the equipment with workers in the elevated platform unless the equipment has been specifically designed for this type of operation.
- Do not allow workers to position themselves between overhead hazards, such as joists and beams, and the rails of the basket. If the basket moves, the worker(s) could become trapped and crushed between the rails and the overhead object.

FALL PROTECTION

- Workers working from aerial lifts are required to wear fall protection equipment.
- Do not allow workers to belt off to an adjacent pole, structure or equipment while working from an aerial lift. Use a body harness or positioning device with a lanyard attached to the boom or basket to prevent the worker from being ejected or pulled from the basket.

SCISSOR LIFTS

- Scissor lifts, including those with platforms that extend beyond the equipment's wheelbase, do not fall within the ANSI definition of aerial lifts. Therefore, scissor lifts are not considered to be a type of aerial lift. While there are no OSHA provisions that specifically address scissor lifts, they do meet the definition of a scaffold. [OSHA Standard Interpretation letter. (2002, August 1), ANSI/SIA A92.3, A92.5, and A92.6]
    - Workers must be trained on how to operate a scissor lift before being used.
    - The scissor lift must be inspected before use each day.
    - Never stand on the handrail or lean excessive over the side.
    - Be aware of pinch points between the scissor handrail and close by objects.
- Before moving with workers inside the scissor lift:
    - The surface on which the scaffold is being moved

must be within 3 degrees of level and free of pits, holes, and obstructions (such as overhead, electrical, hazardous atmospheres).

- The height to base width ratio of the scaffold during movement is two to one or less unless the scaffold is designed and constructed to meet or exceed nationally recognized stability test requirements. [ANSI/SIA A92.5 and A92.6]

- Travel speed should be limited by the workplace conditions (such as holes in the deck or unlevel surfaces).
- Operator controls should be tested.
- Load limits should not be exceeded.
- Fall protection equipment use for workers using the scissor lift is covered by the manufacturer's recommendations.
- Check the Operators Manual or the specific manufacturer regarding fall protection equipment needs.

The table below shows acceptable fall protection.

Type of lift	Fall protection required
Vehicle-mounted elevating and rotating work platforms	Platforms other than buckets or baskets must include guardrail systems – guardrails, a mid-rail, and toe-boards. Each person who works on a boom-supported platform must wear a body harness/belt and lanyard attached to the boom or basket. (Body belts may be used only for fall restraint.)
Manually propelled elevating aerial platforms	The platform must have a guardrail at least 42 inches high and at least 3 inches above the floor, a mid-rail, and toe-boards at least 4 inches high.
Boom-supported elevating work platforms	The platform must have a guardrail at least 42 inches high and at least 3 inches above the floor, a mid-rail, and toe-boards at least 4 inches high. Each worker on the platform must wear a body harness/belt and lanyard attached to the boom or platform.

Self-propelled elevating work platforms	The platform must have a guardrail 42 inches high and 3 inches above the floor, a mid-rail, and toe-boards at least 3 inches high.

SCAFFOLDS, LADDERS AND OTHER WORKING SURFACES

Any person involved in erecting, disassembling, moving, operating, repairing, maintaining, or inspecting a scaffold must be trained by a competent person to recognize any hazards associated with the work in question.

*DMI hires outside trained persons to erect scaffolds.

The training shall include the following topics as applicable:

- The nature of scaffold hazards.
- The correct procedures for erecting, disassembling, moving, operating, repairing, inspecting, and maintaining the type of scaffold in question.
- The design criteria, maximum intended load carrying capacity and intended use of the scaffold.
- Please be aware that no scaffold shall be erected, moved, dismantled, or altered except under the supervision of competent persons. More explicit and defined information is readily available to all employees in the office upon request.
- On August 30, 1996, OSHA issued revised standards for scaffolds. The following information is provided as an overview to give DMI employees an awareness of the safety issues involved in the use of scaffolds, ladders, and other working surfaces. All employees who perform work while on a scaffold are required to be trained by a qualified person. The training shall include the following areas, as applicable:
    - The nature of any electrical hazards, fall hazards, and falling object hazards in the work area.
    - The correct procedures for dealing with electrical hazards and for erecting, maintaining, and disassembling the fall protection systems and falling object protection systems being used.
    - The proper use of the scaffold, and the proper handling of materials on the scaffold.
    - The maximum intended load and the load carrying capacities of the scaffolds used.

SCAFFOLDING GENERAL REQUIREMENTS

- All scaffolds and their supports, whether of lumber, steel, or other material, shall be capable of supporting, without failure, its own weight and at least 4 times the maximum intended load applied or transmitted to it.
- All lumber used in the construction of scaffolds shall be spruce, fir, long leaf yellow pine, Oregon pine or wood of equal strength. The use of hemlock, short leaf yellow pine, or short fiber lumber is prohibited.
- All lumber used in the construction of scaffolds shall be sound, straight-grained, free from cross grain, shakes and large, lose or dead knots. It shall also be free from dry rot, large checks, wormholes, or other defects that impair its strength or durability.
- Scaffolds shall be maintained in a safe and secure condition. Any component of the scaffold that is broken, burned or otherwise defective shall be replaced.
- Barrels, boxes, cans, loose bricks, or other unstable objects shall not be used as working platforms or for the support of planking intended as scaffolds or working platforms.
- No welding, burning, riveting or open flame work shall be performed on any staging suspended by means of fiber rope.
- Lifting bridles on working platforms suspended from cranes shall consist of four legs so attached that the stability of the platform is assured.
- Unless the crane hook has a safety, latch or is moused, the lifting bridles on working platforms suspended from cranes shall be attached by shackles to the lower lifting block or other positive means shall be taken to prevent them from becoming accidentally disengaged from the crane hook.

LADDERS AND STAIRWAYS

Employers must ensure that each employee is trained by a competent person in the following areas, as applicable:

- The nature of fall hazards in the work area.

- The correct procedures for erecting, maintaining, and disassembling the fall protection systems to be used.
- The proper construction, use, placement, and care in handling of all stairways and ladders; and
- The maximum intended load carrying capacities of ladders used.

GENERAL REQUIREMENTS

- A stairway or ladder must be provided at all worker points of access where there is a break in elevation of 19 inches (48cm) or more and no ramp, runway, embankment, or personnel hoist is provided.
- When there is only one point of access between levels, it must be kept clear to permit free passage by workers. If free passage becomes restricted, a second point of access must be provided and used.
- Where there are more than two points of access between levels, at least one point of access must be kept clear.
- All stairway and ladder fall protection systems required by these rules must be installed and all duties required by the stairway and ladder rules must be performed before employees begin work that requires them to use stairways or ladders and their respective fall protection systems.

GENERAL REQUIREMENTS FOR LADDERS

- The use of ladders with broken or missing rungs or steps, broken or split side rails, or other faulty or defective construction is prohibited. When ladders with such defects are discovered, they shall be immediately withdrawn from service. Inspection of metal ladders shall include checking for corrosion of interiors of open end, hollow rungs.
- Portable ladders shall be lashed, blocked, or otherwise secured to prevent them being displaced. The side rails of ladders used for access to any level shall extend not less than 36 inches (91 centimeters) above that level. When this is not practical, grab rails which will provide a secure grip for an employee moving to and from the point of access shall be installed.
- Portable metal ladders shall be of strength equivalent to that of wood ladders. Manufactured portable metal ladders provided by the employer shall be in accordance with the provisions of the American National Standards Institute Safety Code for Portable Ladders, A14.23-1972.

- Portable metal ladders shall not be used near electrical conductors or for electric arc welding operations.
- Manufactured portable wood ladders provided by the employer shall be in accordance with the provisions of the American National Standards Institute Safety Code for Portable Wooden Ladders, A14-1975.

GUARDING OF DECK OPENINGS AND EDGES

- When employees are working in the vicinity of flush manholes and other small openings of comparable size in the deck and other working surfaces, such openings shall be suitably covered or guarded to a height of not less than 30 inches, (76 centimeters) except where use of such guards is made impracticable by the work in progress.
- When employees are working around open hatches not protected by coamings to a height of 24 inches (60 centimeters) or around other large openings, the edge of the opening shall be guarded in the working area to height of 36 to 42 inches (91 to 106 centimeters) except where use of such guards is made impracticable by the work in progress.
- When employees are exposed to unguarded edges of decks, platforms, flats, and similar flat surfaces, more than 5 feet (1.5 meters) above a solid surface, the edges shall be guarded by adequate guardrails meeting all OSHA requirements, unless the nature of the work in progress or the physical conditions prohibit the use or installation of such guardrails.
- When employees are working near the unguarded edges of decks of vessels afloat, personal floatation devices meeting the requirements of OSHA shall protect them.
- Guardrails, except where they would interfere with work in progress shall guard sections of bilge from which floor plates or gratings have been removed. If these open sections are in a walkway at least two 10-inch (25 centimeters) planks placed side by side, or equivalent, shall be aid across the opening to provide

a safe walking surface.
- Gratings, walkways, and catwalks, from which sections or ladders have been removed, shall be barricaded with adequate guardrails.

HAZCOM…WHAT YOU NEED TO KNOW

- Chemicals that are used at DMI.
- Possible dangers you could be exposed to
- How to protect yourself and others

HAZARDOUS CHEMICALS

- Is any chemical which is classified as a:
- Physical hazard
- Health hazard
- Simple asphyxiant
- Combustible dust
- Pyrophoric gas
- Hazard not otherwise classified.

PHYSICAL HAZARDS

- Chemicals that can cause:
- Fire
- Explosion
- Violent reaction

HEALTH HAZARDS

- Chemicals that are harmful to your health and can cause:
- Short-term health problems
- Long-term health problems
- OSHA considers a health hazard to be any chemical which:
- Is toxic.
- Is corrosive to the skin or eyes?
- Is a respiratory sensitizer.
- May cause cancer, birth defects or reproductive issues.
- Attacks specific organs
- Is harmful or deadly when inhaled.

DMI's REQUIREMENTS

- Create a hazardous chemical inventory.
- Ensure each chemical has a GHS-style safety data sheet.
- Ensure each chemical container is properly labeled.
- Create and implement an employee training program.
- Develop a written Haz-Com program.

STAY SAFE

- After using a chemical, wash your hands.
- Clean and store safety gear properly

- Know where the eyewash station is located.
- Dispose of hazardous chemicals properly
- Know how to deal with spills and leaks.

EMPLOYEE HAZCOM TRAINING PROGRAM

CHEMICALS USED IN OUR WORKPLACE

- A written copy of most SDS sheets is available in the office.
- Periodically, employees are required to perform hazardous non-routine tasks.
- Prior to starting work on such projects, each affected employee will have the opportunity to review the hazards to which they may be exposed to during such an activity. The same general hazardous chemical handling rules will be adhered to in these situations.

CHEMICALS IN PIPE SYSTEMS

- Prior to starting work on pipelines, our employees are to receive training from the appropriate mill safety committee. If this training has not been provided, do not begin work without reporting to your supervisor.

HOW TO READ LABELS AND SDS LABELS:

- A product label on both the original or secondary container should be reviewed prior to working with the material. Each label will have two important pieces of information you should be familiar with:

- The identity of the Hazardous Chemical
- The Hazard warning.

- Original container labels will also state the name and address of the manufacturer.
- The label should act as a visual reminder of the information we have presented in this training session and of the information found in more detail on the SDS.
- It is a key to your safety that you read the Hazard Warning and use the chemical as prescribed by the label. The only exception is where we have special written procedures and have provided specialized equipment of processes to protect the user.
- Safety Data Sheets (SDS's): the SDS is the primary means we will use to convey the necessary information about the hazards of the chemicals we use.

PHYSICAL AND HEALTH HAZARDS OF THE CHEMICALS USED PRODUCT/CHEMICAL GROUP: WELDING,

CUTTING/BURNING HEALTH EFFECTS OF OVEREXPOSURE:

- You may be exposed to release of pressurized gasses or gases from the burning for welding rod or burning of the material being welded.
- High concentrations on any of these gasses without proper ventilation can cause irritation to the eyes and respiratory tract which may cause headaches and dizziness, and sleepiness.
- Extremely high levels may cause unconsciousness and may have other central nervous system effects.
- Each gas or related fumes long-term possible health effects will vary; however, exposures are related to possible lung and neurological damage.

PHYSICAL HAZARDS:

- Most pressurized gases are flammable under certain conditions and represent fire and explosion hazards if the materials are not handled properly.
- Most of the materials also are airborne and therefore cannot be contained.

- The materials are stable and will not react violently with water.

DETECTION OF RELEASE:

- Most pressurized gases and fumes have an odor.
- If material is leaking from a container, shut off and eliminate all sources of ignition. If fumes are present ventilate area with local exhaust or by opening windows and doors and/or use appropriate respirator before continuing work.

EXPOSURE CONTROL:

PROTECTIVE CLOTHING AND EQUIPMENT:

- Use chemical-resistant gloves, aprons, or clothing and use goggles and/or respirators if prolonged exposure may occur.

WORK PRACTICES/ENGINEERING CONTROLS:

- Ventilation is to be used when it is necessary to prevent build-up of vapors and/or fumes from both a health and fire and explosion level. KEEP containers closed when not in use. Do not handle or store near heat. NO smoking is permitted in the vicinity of the flammable gases.

APPROPRIATE EMERGENCY AND FIRST AID PROCEDURES:

- Inhalation - If overcome by gases or vapors, remove from exposure, and call 911.
  If breathing is irregular or has stopped, start resuscitation.

PRODUCT/CHEMICAL GROUP:

PAINTING, MNTNC, FUEL & SOLVENTS HEALTH EFFECTS: EFFECTS OF OVEREXPOSURE:

- High concentrations of vapors of the above noted products are irritating to the eyes and respiratory tract, may cause headaches and dizziness, and sleepiness. Even higher levels may cause unconsciousness and may have other central nervous system effects.
- Prolonged or repeated liquid contact with the skin may cause dry and de-fatting of the skin, leading to possible irritation and dermatitis.
- Each organic product's long-term possible health effects will vary; however, exposures are related to possible liver, kidney and central nervous system and brain damage.

PHYSICAL HAZARDS:

- Organic products of this type are flammable and combustible and represent fire and explosion hazard if the materials are not handled correctly. Most of the materials also will vaporize rapidly and become airborne. The materials are stable and will not react violently with water.

DETECTION OR RELEASE: FOR FLAMMABLE PRODUCTS:

- If the material is spilled or leaks, shut off and eliminate all sources of ignition. Recover the free product by adding sand, earth, or other absorbents to the spill. Minimize breathing vapors and skin contact. Ventilate the area with local exhaust or by opening windows and doors. Follow the hazardous waste disposal procedures we have established.

EXPOSURE CONTROL:

- Protective clothing, Engineering Controls, and Proper Work Practices.

PROTECTIVE EQUIPMENT:

- Use chemical-resistant gloves, aprons, or clothing if prolonged or repeated skin contact may occur. Use

splash goggles or face shield when eye contact may occur.

WORK PRACTICES/ENGINEERING CONTROLS:

- Ventilation is to be used when it is necessary to prevent build-up of vapors from both a health and fire and explosion level.
- KEEP containers closed when not in use.
- Do not handle or store near heat, or sources of ignition, or strong oxidants.

APPROPRIATE EMERGENCY AND FIRST AID PROCEDURES:

- Eye contact - If splashed into the eyes, flush with water for 15 minutes or until irritation subsides. If irritation continues, contact your supervisor.
- Skin contact - In case of skin contact, remove any contaminated clothing and wash skin thoroughly with soap and water.
- Inhalation - If overcome by vapors, remove from exposure, and call 911
- Ingestion - If ingested, DO NOT induce vomiting, call 911.

WHEN AN ON-THE-JOB INJURY OCCURS

Policy 1039.00

EMERGENCIES:

Dial 9-1-1 or seek treatment at the nearest hospital or emergency room.

INJURY REPORTING PROCEJURES

Policy 1040.00

- It is of the utmost importance that **all** on-the-job accidents and injuries be reported immediately **the day of occurrence**. Even if you decide not to seek medical attention, you must report the circumstances immediately to your supervisor and to the office. If no one is available in the office, then the incident must be reported and documented by your supervisor. It is the injured individual's responsibility to assure that the office is ultimately informed of the incident. If medical attention is required later, and you did not report the injury on the date it occurred, then payment of benefits could be delayed or denied pending investigation of the injury circumstances. To prevent any delay in the processing of your claim for an on-the-job injury, your compliance with the following is required:
- Even if you decided not to seek medical attention for your injury, all injuries or accidents must be reported to the office immediately.
-

A company Incident Report form must be filled out, in the Business Office, accurately and thoroughly. The form must be completed and submitted within 24 hours of the incident.

- If later you decide to seek medical attention, notify the office **prior** to going to the doctor.
- If the treating hospital or physician needs insurance coverage details at the time of your treatment, please have them contact the office.
- If the treating physician authorizes light duty or time loss because of your on- the-job injury, then you must present this information in written form, signed by the doctor, to the office not later than the next workday following your appointment with the doctor.

- If you are released for full duty without restrictions, then this information must be included on the signed doctor's slip and reported to the office.
- If you are released by your treating physician for regular or light duty work following a **job related** or an **off-the-job** injury or illness, then compliance with the following is required:
    - You are required to notify the office of full or partial release within 5 working days. You must bring or mail a signed doctor's release, containing all details of the release, to the office within that time.
    - You will not be allowed to start work until the signed release is provided.
    - DMI will attempt to provide restricted or light duty work to those employees who have been released as such by their physician. DMI will not penalize any worker injured on the job when they return on a light duty status. If restricted duty affects worker's performance or abilities, DMI retains the right to adjust wages, hours, or duties, on a case-by-case basis.

INDUSTRIAL STORMWATER

The City of Portland Bureau of Environmental Services works closely with Diversified Marine to maintain company compliance for controlling the stormwater discharges to the river.

- DMI is working hard to keep our rivers clean.
- You should never allow any type of solid or liquid material to enter the river.
- Reduce the exposure by covering containment, housekeeping, and proper waste disposal.
- Spill prevention or ways to prevent materials from entering the stormwater system and ways to respond appropriately if a spill should occur using spill kits, catch basin covers, proper reporting and employee training.
- Some types of work activities that could create pollutants and the way in which this company controls them are:

SANDBLASTING AND PAINTING

- Barriers are placed around blasting and painting operations to prevent materials from falling into the river.
- Blast and paint waste materials are contained and disposed of at an outsourced waste disposal center.
- Paint is stored in an enclosed covered space and is not exposed to rainwater.

WELDING AND GRINDING

- Welding and grinding dust is swept up regularly and placed in covered containers.
- DMI owns its own sweeper to sweep and clean large pavement areas regularly.
- Good housekeeping by all employees prevents pollutants from ending up on the ground.

GARBAGE AND METAL STORAGE

- Scrap metal is stored in covered containers and routinely disposed of by a local scrap metal company.
- Loading and Unloading/Fueling
- A large Spill containment kit is in a big yellow barrel near the shop. If materials are used from the barrel, please notify the office to order replacement materials, and ensure the barrel is replenished.
- All spills must be **REPORTED** and cleaned up immediately.
- Containment booms must be used when fueling equipment on the water.

RAINWATER AND PRESSURE WASHING ON DRY-DOCKS

- All dry-docks are equipped with collection systems for collecting rainwater and water from pressure washing. Under no circumstance are the plugs to be removed from these collection systems allowing water to drain into the river. All water and any other disposal materials are collected in tubs and taken off the property for proper disposal.

CERTIFICATE OF MARINE / ENERGY INSURANCE

DATE (MM/DD/YYYY): 5/23/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Durham and Bates Insurance 1211 SW 5th Ave. Suite 2800 Portland OR 97204	**CONTACT NAME:** Katrina Green **PHONE (A/C, No, Ext):** 503-224-5170 **FAX (A/C, No):** 503-221-0540 **E-MAIL ADDRESS:** katrinag@dbates.com **PRODUCER CUSTOMER ID #:**
INSURED Diversified Marine, Inc. PO Box 83723 Portland OR 97283	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** Subscription **INSURER B :** Great American Insurance Co of New York 22136 **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 166035872 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	**HULL AND MACHINERY**			DB53514	5/1/2023	5/1/2024	X PER SCHEDULE ON FILE	
							INSURED VALUE	$
	X COLLISION LIABILITY						COLLISION (Ea occurrence)	$ As Scheduled
	X TOWERS LIABILITY						TOWERS (Ea occurrence)	$ As Scheduled
								$
A	**PROTECTION AND INDEMNITY**			DB53514	5/1/2023	5/1/2024	PER CLUB RULES	
	X CREW LIABILITY X JONES ACT						X EA OCCURRENCE PER VESSEL, CSL	$ 1,000,000
	X COLLISION LIABILITY						COLLISION (Ea occ), CSL	$ 1,000,000
	X TOWERS LIABILITY						TOWERS (Ea occ), CSL	$ 1,000,000
	X REMOVAL OF WRECK						REMOVAL OF WRECK (Ea occurrence)	$ 1,000,000
	IN REM							$
								$
								$
B	**POLLUTION LIABILITY**			OMH6662301	5/1/2023	5/1/2024	EA OCCURRENCE	$ 5,000,000
	X OPA 90							$
	X CERCLA							$
	NON-OPA / NON-CERCLA							$
								$
	MARITIME EMPLOYERS LIABILITY	N / A					ANY ONE PERSON	$
	ALTERNATE EMPLOYER						ANY ONE ACCIDENT	$
	INCLUDES CREW EMPS							$
	JONES ACT							$
	DEATH ON THE HIGH SEAS							$
	IN REM ENDORSEMENT							$
								$
								$
								$
								$

CERTIFICATE HOLDER

EVIDENCE OF INSURANCE

CANCELLATION

SHOULD ANY OF THE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Katrina M Green

CERTIFICATE NUMBER: 166035872

COVERAGES

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	[X] **COMMERCIAL GENERAL LIABILITY**			PDB53516	5/1/2023	5/1/2024	EACH OCCURRENCE	$ 1,000,000
	[ ] MARINE GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 50,000
	[ ] CLAIMS-MADE [X] OCCUR						MED EXP (Any one person)	$ 5,000
							PERSONAL & ADV INJURY	$ 1,000,000
							GENERAL AGGREGATE	$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						PRODUCTS-COMP / OP AGG	$ 1,000,000
	[X] POLICY [ ] PRO-JECT [ ] LOC							$
	[ ] OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	[ ] ANY AUTO [ ] SCHEDULED AUTOS						BODILY INJURY (Per person)	$
	[ ] OWNED AUTOS ONLY [ ] NON-OWNED AUTOS ONLY						BODILY INJURY (Per accident)	$
	[ ] HIRED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
	WORKERS COMPENSATION AND EMPLOYERS LIABILITY Y / N	N / A					[ ] PER STATUTE [ ] OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [ ]						E.L. (Each accident)	$
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE (Ea employee)	$
							E.L. DISEASE - POLICY LIMIT	$
	[ ] ALTERNATE EMPLOYER							$
	[ ] USL&H ENDORSEMENT							$
	[ ] MARITIME EMPLOYERS LIABILITY							$
	[ ] OCSL ACT							$
	U.S. LONGSHORE & HARBOR WORKERS COMPENSATION ACT	N / A					[ ] PER STATUTE [ ] OTH-ER	
	[ ] ALTERNATE EMPLOYER						E.L. (Each accident)	$
	[ ] MARITIME EMPLOYERS LIABILITY						E.L. DISEASE (Ea employee)	$
	[ ] OCSL ACT						E.L. DISEASE - ANN AGG	$
								$
	AIRCRAFT LIABILITY						EACH OCCURRENCE	$
	[ ] OWNED AIRCRAFT						AGGREGATE	$
	[ ] NON-OWNED AIRCRAFT							$
	[ ] PASSENGER LIABILITY							$
								$
A	**UMBRELLA / EXCESS LIAB / BUMBERSHOOT**			PDB53517	5/1/2023	5/1/2024	EACH OCCURRENCE	$ 9,000,000
	[ ] UMBRELLA [X] BUMBERSHOOT						AGGREGATE	$ 9,000,000
	[ ] EXCESS							$
	[ ] CLAIMS MADE [X] OCCUR							$
	[ ] DED [ ] RETENTION $							$
	ENERGY						CSL, ANY ONE OCCURRENCE (100% interest)	$
	CONTROL OF WELL / OPERATORS EXTRA EXPENSE							
	[ ] CARE, CUSTODY AND CONTROL (CCC)						ANY ONE OCCURRENCE (100% interest)	$
	OFFSHORE OIL AND GAS PROPERTY							
	[ ] PLATFORMS						VALUES AS SCHEDULED	$
	[ ] PIPELINES						VALUES AS SCHEDULED	$
								$
								$
	ONSHORE OIL AND GAS PROPERTY							
	[ ] OIL & GAS PROPERTY						VALUES AS SCHEDULED	$
	[ ] CONTRACTORS EQUIPMENT						VALUES AS SCHEDULED	$
								$
	NAMED WINDSTORM							
	[ ] CCC [ ] OFF-SHORE [ ] ON-SHORE						AGGREGATE	$

VESSEL(S): [ ] **AS PER ATTACHED SCHEDULE** [ ] **AS DETAILED IN THE DESCRIPTION OF OPERATIONS**

DESCRIPTION OF OPERATIONS / LOCATIONS (ACORD 101, Additional Remarks Schedule, may be attached, if more space is required)

Insurer A Hull-P&I Subscribers: Travelers Property Casualty Co. of America (NAIC #25674); Continental Insurance Co. (NAIC #35289); US Specialty Insurance Co. (NAIC #29599); Aspen American Insurance Co. (NAIC #43460); Starstone National Insurance Company (NAIC #25496).

Insurer C Bumbershoot Subscribers: StarNet Insurance Co. (NAIC #40045); Starstone National Insurance Company (NAIC #25496); US Specialty Insurance Co. (NAIC #29599); Aspen American Insurance Co. (NAIC #43460).

Land Use Compatibility Statement (LUCS)

Solid waste application supplemental form

Metro
600 NE Grand Ave.
Portland, OR 97232
503-797-1835

2. Site Description			
Tax Lot(s):	**Section:**	**Township:**	**Range:**
2N1E33DD-00300 R323464	33	2 North	1 East

3. Description of the type of facility, the solid wastes to be accepted and the activities to be undertaken

A. Check all the proposed solid wastes to be accepted in the left column "Proposed waste streams". In the "Activity code" column to the right, insert the letter(s) of all the proposed activities from the list of codes (a-g) corresponding to each waste stream:

Proposed waste streams	Activity code(s)	Proposed activities and codes:
____ Putrescible mixed solid waste (i.e. residential garbage)	_____	a) Material recovery (source separated)
____ Food waste (source separated vegetative or non-vegetative)	_____	b) Material recovery (mixed dry waste)
____ Yard debris	_____	c) Composting
____ Wood waste (clean wood waste)	_____	d) Reload / transfer
___ Wood waste (painted or treated)	_____	e) Chipping & grinding
___ Non-putrescible mixed solid waste (dry mixed waste)	_X_____	f) Other (explain in detail)
_X___ Other (explain in detail)	_____	g) NA (not applicable)

B. Description of proposed solid wastes to be accepted and proposed waste-related activities. Please describe in detail the activity you plan to perform on each waste you accept. Add additional pages if necessary.

Deconstruction of vessels resulting in the recycling of ferrous and non-ferrous metals as well as collection and disposal of hazardous waste streams and municipal garbage. See attached document.

4. This land use approval is being sought in conjunction with application to Metro for (check all that apply)			
New ☒	**Amended** ☐	**License** ☒	**Franchise** ☐

SECTION 2: To be completed by a city or county planning official:

1. Name of city or county that has land use jurisdiction
Portland

2. The proposed facility is located (check all that apply)			
X	**Inside city limits**		**Inside UGB**
	Outside city limits		**Outside UGB**

Land Use Compatibility Statement (LUCS)

Solid waste application supplemental form

Metro
600 NE Grand Ave.
Portland, OR 97232
503-797-1835

3. Consistency with local comprehensive plan and zoning ordinance

- ☐ This facility is not regulated by the local comprehensive plan and zoning ordinance.
- ☒ This facility has been reviewed and **is** consistent with the local comprehensive plan and zoning ordinance.
- ☐ This facility has been reviewed and **is not** consistent with the local comprehensive plan and zoning ordinance.
- ☐ Consistency of this facility with the local comprehensive plan and zoning ordinance cannot be determined until the following local approval(s) are obtained:
  - ☐ Conditional Use Approval
  - ☐ Development Permit
  - ☐ Plan Amendment
  - ☐ Zone Change
  - ☐ Other _____

An application has been made for the local approvals checked above: **Yes** ☐ **No** ☐

Local Government Planning Official - Reviewer Information:

Signature: Tyler Mann

Print Name: Tyler Mann

Title: City Planner II

Date: 4/28/23

Telephone Number: 503-865-6444

E-Mail: _____

DEQ LUCS Form Section 3 (a)(b)

Diversified Marine (DMI) facility is located at 1801 N. Marine Drive and operates as a ship construction and repair facility. It is adjacent to Interstate-5 on the North Portland Channel of the Columbia River. The shipyard sits on a 1.4-acre property with infrastructure built in 1990. Sections of tugboats, barges and work vessels are constructed in an onshore building, or under a covered work area, then craned to drydocks, and assembled. The facility has two dry docks. These dry docks, when not in use for new construction projects, are used for inspection, repair and retrofit of customers tugs and barges. The facility has shoreside and floating cranes that enable DMI to move large pieces from water to shore.

DMI will provide all necessary personnel, equipment, and materials to perform the deconstruction and removal of the vessels. DMI will raise the vessels in the drydock and secure them prior to performing a hazardous materials inspection. DMI will oversee the sampling, removal and disposal of all hazardous wastes, asbestos wastes, and petroleum waste streams, to be performed by a licensed asbestos abatement contractor. DMI will work with a licensed asbestos abatement contractor to ensure that all handling and removal of these waste streams are conducted in compliance with local, state, and federal laws.

After removal of all hazardous, asbestos and petroleum containing wastes, DMI will deconstruct the vessels in the dry docks in accordance with the Diversified Marine Stormwater Pollution Control Plan, dated June 27, 2022, and Diversified Marine Operations Manual for the Projects, dated September 2022.

The dry docks are not covered and are open to precipitation. Six -inch-high containment is installed along the open ends of the drydock floors. This containment on the drydocks contains drainage holes. The drainage holes will be closed when vessels are present in the drydock. Water that accumulates during deconstruction activities will be pumped out of the containment and temporarily stored in totes. Wastewater stored in these totes will be characterized for potential contaminants and disposed of in accordance with Oregon solid waste and hazardous waste rules. Additional best management practices include routine sweeping and vacuuming of drydocks to keep surfaces free of solids.

Drydocks are to be operated and maintained to prevent any dust, wastes, or other pollution from encountering or entering surface water. The drydocks are equipped with secondary containment. Containment booms are to be placed around the dry dock and around moored or stationary vessels. Prior to sinking the drydock, all equipment and waste must be removed and any wastewater remaining in the work area must be removed and transferred to totes for disposal at permitted facilities authorized to receive these wastes and wastewaters.

Spill cleanup supplies must be present on the docks for cleaning up any oil, grease, or fuel spills on the drydocks. Any materials used for spill cleanup (absorbent material and pads) must be promptly placed in a drum or tote for transport via crane to the upland portion of the property and sent offsite for disposal by a waste disposal company to a disposal site permitted to receive these wastes.

The permittee must ensure an asbestos survey, conducted by an accredited inspector has been completed for each vessel prior to deconstruction as required by Oregon Administrative Rule (OAR) 340-248-0270(1). Where asbestos is identified, verification of abatement by an abatement contractor (abatement close-out letter or ASN4 disposal form) is required prior to deconstruction with all documentation remaining on site. Suspect materials identified during the deconstruction process should be assessed analytically, for asbestos content prior to proceeding with material testing positive (>1%) being abated by a DEQ-licensed abatement contractor.

All deconstruction activities must take place on a dry dock and must be done to prevent any waste materials from entering water. Deconstruction activities are prohibited over open water. DMI must remove all waste from the facility at least as often as necessary to prevent releases, litter, malodors, unsightliness and attraction of vectors or other environmental concern.

DMI will control air emissions, including dust, and malodors, related to disposal site operation, and other facility activities in compliance with DEQ air quality standards and regulations, including applicable visible emissions and nuisance requirements in OAR 340-208. Per OAR 340-208-0450, no person may cause or permit the emission of particulate matter large than 250 microns in size at sufficient duration or quantity as to create an observable deposition upon the real property of another person when notified by the DEQ that the deposition exists and must be controlled.

Land Use Compatibility Statement

PR 22-181343 LUCS

Section 1 – To be completed by the applicant	
1A. Applicant Name: Department of State Lands	1B. Project Name: Alert and Sakarissa Salvage
Contact Name: Jacob Taylor	Physical Address: 1801 N. Marine Drive
Mailing Address: 775 Summer St. NE, Suite 100	City, State, Zip: Portland, OR 97217
City, State, Zip: Salem, OR 97301	Tax Lot #:
Telephone: 503-986-4844	Township: Portland Range: Section:
Tax Account #: 93-6001772	Latitude: 45.60732
	Longitude: -122.68477

1C. Describe the project, include the type of development, business, or facility and services or products provided (attach additional information if necessary):

This project will be for the salvage of the Alert and Sakarissa from the Columbia river. These vessels will be floated to dry dock at DMI's location listed above. Following dry dock the vessels will be lightered of all remaining fuels and petroleum products, purged of all hazardous materials and then cut in to large chunks for the purpose of recycle with Sintzer steel. All other materials that can not be recycled or considered hazardous will be placed in to containers for disposal with local NPDES permitted landfill. Attached are copies of DMI's current SWPCP demonstrating their ability to complete this project with means of containment as well as sight photos, a letter from Inland Holdings approving the use of property and a copy of Ballard's Spill Responce Plan demonstrating preparedness.

1D. Check the type of DEQ permit(s) or approval(s) being applied for at this time.

- ☐ Air Quality Notice of Construction
- ☐ Air Contaminant Discharge Permit
- ☐ Air Quality Title V Permit
- ☐ Air Quality Indirect Source Permit
- ☐ Parking/Traffic Circulation Plan
- ☑ Solid Waste Land Disposal Site Permit
- ☐ Solid Waste Treatment Facility Permit
- ☐ Solid Waste Composting Facility Permit (includes Anaerobic Digester)
- ☐ Conversion Technology Facility Permit
- ☐ Solid Waste Letter Authorization Permit
- ☐ Solid Waste Material Recovery Facility Permit
- ☐ Solid Waste Energy Recovery Facility Permit
- ☐ Solid Waste Transfer Station Permit
- ☐ Waste Tire Storage Site Permit
- ☐ Pollution Control Bond Request
- ☐ Hazardous Waste Treatment, Storage or Disposal Permit
- ☐ Clean Water State Revolving Fund Loan Request
- ☐ Wastewater/Sewer Construction Plan/ Specifications (includes review of plan changes that require use of new land)
- ☐ Water Quality NPDES Individual Permit
- ☐ Water Quality WPCF Individual Permit (for onsite construction-installation permits use the DEQ Onsite LUCS form)
- ☐ Water Quality NPDES Stormwater General Permit (1200-A, 1200-C, 1200-CA, 1200-COLS, and 1200-Z)
- ☐ Water Quality General Permit (all general permits, except 600, 700-PM, 1700-A, and 1700-B when they are mobile)
- ☐ Water Quality 401 Certification for federal permit or license

This application is for: ☐ Permit Renewal ☑ New Permit ☐ Permit Modification ☐ Other:

Section 2 – To be completed by city or county planning official	
Applicant name: Department of State Lands	Project name: Alert and Sakarissa Salvage

Instructions: Written findings of fact for all local decisions are required; written findings from previous actions are acceptable. For uses allowed outright by the acknowledged comprehensive plan, DEQ will accept written findings in the form of a reference to the specific plan policies, criteria, or standards that were relied upon in rendering the decision with an indication of why the decision is justified based on the plan policies, criteria, or standards.

2A. The project proposal is located: ☑ Inside city limits ☐ Inside UGB ☐ Outside UGB

2B. Name of the city or county that has land use jurisdiction (the legal entity responsible for land use decisions for the subject property or land use):

2C. ☑ This project is not within the jurisdiction of any other land use, zoning, or planning entity
☐ This project is also within the jurisdiction of the following land use, zoning, or planning entity _____

2D. Is the activity allowed under Measure 49 (2007)? ☑ No, Measure 49 is not applicable ☐ Yes, if yes, then check one:

☐ Express; approved by DLCD order #:

☐ Conditional; approved by DLCD order #:

☐ Vested; approved by local government decision or court judgment docket or order #:

2E. Is the activity a composting facility?
☑ No ☐ Yes; Senate Bill 462 (2013) notification requirements have been met.

2F. Is the activity or use compatible with your acknowledged comprehensive plan as required by OAR 660-031?
Please complete this form to address the activity or use for which the applicant is seeking approval (see 1.C on the previous page). If the activity or use is to occur in multiple phases, please ensure that your approval addresses the phases described in 1C. For example, if the applicant's project is described in 1C. as a subdivision and the LUCS indicates that only clearing and grading are allowed outright but does not indicate whether the subdivision is approved, DEQ will delay permit issuance until approval for the subdivision is obtained from the local planning official.

☐ The activity or use is specifically exempt by the acknowledged comprehensive plan; explain:

☐ Yes, the activity or use is pre-existing nonconforming use allowed outright by (provide reference for local ordinance):

☐ Yes, the activity or use is allowed outright by (provide reference for local ordinance):

Per 33.140.100 & Table 140-1, Industrial Service uses are allowed by right in the IG2 zone.

☐ Yes, the activity or use received preliminary approval that includes requirements to fully comply with local requirements; findings are attached.

☐ Yes, the activity or use is allowed; findings are attached.

☐ No, see 2D. above, activity or use allowed under Measure 49; findings are attached.

☐ No, (complete below or attach findings for noncompliance and identify requirements the applicant must comply with before compatibility can be determined):
Relevant specific plan policies, criteria, or standards:

Provide the reasons for the decision:

Additional comments (attach additional information as needed):

Planning Official Signature: Tyler Mann Digitally signed by Tyler Mann Date: 2022.09.09 16:36:53 -07'00' Title: City Planner II

Print Name: Tyler Mann Telephone #: 503-865-6444 Date: 09/09/2022

If necessary, depending upon city/county agreement on jurisdiction outside city limits but within UGB:

Planning Official Signature: Title:

Print Name: Telephone #: Date:

Alternative formats

DEQ can provide documents in an alternate format or in a language other than English upon request. Call DEQ at 800-452-4011 or email deqinfo@deq.state.or.us.

Property Use Consent

Solid waste application supplemental form

Metro
600 NE Grand Ave.
Portland, OR 97232
503-797-1835

SUBMIT THIS FORM TO:
Metro
Solid Waste Compliance and Cleanup
600 NE Grand Avenue
Portland, OR 97232-2736
Tel: (503) 797-1835
Fax: (503)813-7544
SWCC@oregonmetro.gov

Metro use only
DATE RECEIVED:
DATE DEEMED COMPLETE BY METRO:

Property Use Consent

1. Property Owner.	
Name:	Oregon Department of State Lands
Mailing Address:	775 Summer St NE, Suite 100
City/State/Zip:	Salem, OR 97301-1279
Phone Number:	503-986-5200

2. Site Description.			
Tax Lot(s): No tax lots	Section: 33	Township: 2N	Range: 1E
Address: No address			

3. Describe the applicant's proposed use of this property.
Industrial vessel repair, moorage, and deconstruction.

4. Describe the property interest held by the prospective Licensee or Franchisee (Applicant).
All state-owned submerged lands located in the Oregon Slough (North Portland Harbor), in a portion of the SE Quarter of Section 33, Township 2 North, Range 1 East, Willamette Meridian, city of Portland, Multnomah County, Oregon. See attached lease description of the property.

5. Describe the duration of the interest.
Current Lease is valid through January 31, 2031.

Property Use Consent

Solid waste application supplemental form

Metro
600 NE Grand Ave.
Portland, OR 97232
503-797-1835

APPLICANT CERTIFICATION:
An authorized agent of the applicant must sign this form. Metro will not accept a form without a signature.

I certify that the information contained in this form is true and correct to the best of my knowledge. I agree to notify Metro within 10 days of any change in the information submitted as a part of this application.

SIGNATURE OF AUTHORIZED AGENT S.Alison Rhea

TITLE Authorized Agent

PRINT NAME S. Alison Rhea

DATE August 10, 2023 PHONE 503-887-3350

PROPERTY OWNER(S): This form cannot be processed without a signature.

"I consent to the applicant's proposed use of this property as described on this form. I have also read and agree to be bound by the provisions of Section 5.01 of the Metro Code if the applicant is granted a franchise or license and that franchise or license is subsequently revoked or if renewal of that franchise or license is refused." Metro Code Section 5.01 states: "Upon revocation or refusal to renew the Franchise or License, all rights of the Franchisee or Licensee in the Franchise or License shall immediately be divested."

I certify that the information contained in this form is true and correct to the best of my knowledge. I agree to notify Metro within 10 days of any change in the information submitted as a part of this application.

SIGNATURE Justin Russell

PRINT NAME Justin Russell -Proprietary Coordinator at the Oregon Department of State Lands

DATE 8/14/2023 PHONE 503-986-5219

SIGNATURE

PRINT NAME

DATE PHONE

STATE OF OREGON
DEPARTMENT OF STATE LANDS
AMENDED AND RESTATED
SUBMERGED AND SUBMERSIBLE LAND LEASE

10168-ML

This Lease is an amendment to and restatement of that certain Submerged and Submersible Land Lease, ML-777, subsequently changed to ML-9329 and later to 10168-ML, dated the 19th day of June, 1990, by and between the State of Oregon, by and through the Department of State Lands, and Kurt Redd, as Lessee. This lease was later assigned to Diversified Marine, Inc. on December 13, 1990 and further amended on January 31, 1991, August 29, 2002 and December 10, 2005. The June 19, 1990 lease, as so amended, is the "Prior Lease." The Prior Lease expired January 31, 2016.

By holdover notice letters dated March 31, 2016 and July 28, 2016, the Department of State Lands placed the Prior Lease into holdover status after January 31, 2016, first through July 31, 2016 and then through October 31, 2016, respectively. Notwithstanding the foregoing holdover notice letters, the term of this Lease is deemed to have commenced on February 1, 2016, and the holdover notice letters are of no further notice and effect.

The State of Oregon, by and through the Oregon State Land Board and the Department of State Lands ("State"), hereby leases to the person(s) herein named ("Lessee"), the following described lands on the terms and conditions stated herein (the "Lease"):

NAME of LESSEE:
Diversified Marine, Inc.

ADDRESS:
PO Box 83723
Portland, OR 97283

Legal classification of Lessee is an Oregon Corporation,

Lands situated in Multnomah County more fully described as follows:

All state-owned submerged lands located in the Oregon Slough (North Portland Harbor), In a portion of the Southeast Quarter of Section 33, Township 2 North, Range 1 East, Willamette Meridian, City of Portland, Multnomah County, Oregon, described as follows:

Commencing at the Southeast corner of said Section 33;

thence North 46°56'26" West, for a distance of 650.43 feet to a 1/2" diameter iron pipe as found and held in Multnomah County Survey Number 47517, said point being the Southeast corner of the "Whitecap Cove Inc Tract" (Tax Lot 300);

thence North 24°32'25" East, along the East line of said "Whitecap Cove Tract", for a distance of 46.71 feet more or less to the Northeast corner of said "Whitecap Cove Tract" and the line of Ordinary High Water (21 feet, NAVD88), said point being the TRUE POINT OF BEGINNING;

thence leaving said East line and line of Ordinary High Water, North 32°37'01 " East, for a distance of 221.65 feet;

thence North 59°21'21" West, for a distance of 447.22 feet;

thence South 31°52'48" West, for a distance of 184.63 feet to Northwest corner of said "Whitecap Cove Tract" and said line of Ordinary High Water;

thence along said line of Ordinary High Water the following courses and distances:

thence South 57°52'44" East, for a distance of 126.78 feet;

thence South 52°30'12" East, for a distance of 79.71 feet;

thence South 46°15'36" East, for a distance of 102.93 feet;

thence South 59°00'28" East, for a distance of 137.44 feet to the TRUE POINT OF BEGINNING;

Containing 2.08 acres of land, more or less, and as shown on the attached Exhibit A.

Hereinafter referred to as "Leasehold".

The Leasehold described above is an expansion of the Leasehold beyond the area leased under the Prior Lease.

BASIS OF BEARING: NAD83 (2011) (EPOCH: 2010.0000) Oregon State Plane Coordinate System, North Zone, International-Feet

SECTION 1 - LEASE TERM; RENEWAL; TERMINATION

1.1 Term: This Lease will continue for a period of 15 years commencing on February 1, 2016, the month and date of which will be known as the "Lease Anniversary Date," and expiring on January 31, 2031, unless terminated earlier as provided under Section 1.4 or Section 7.2 below.

1.2 Renewal: Lessee may apply to renew this Lease for successive 15 year terms by submitting a completed lease renewal application form to State not less than 180 days prior to the expiration of the current term. Upon receipt of the application, State shall renew this Lease unless:

1.2.1 State determines, in its sole discretion, that Lessee has not complied with the terms of this Lease, the applicable statutes or Oregon Administrative Rules; or

1.2.2 State determines that the renewal of this Lease for all or any portion of the Leasehold would be contrary to local, state, or federal law, or would be inconsistent with the policies set forth in OAR 141-082-0260.

State of Oregon Department of Environmental Quality

Oregon Department of Environmental Quality

Application for Solid Waste Disposal Site Permit

DEQ BUSINESS OFFICE USE ONLY
Date Rec'd: _____
Amount Rec'd: _____
Check No.: _____
Deposit No.: _____
Forward confirmation of fee payment to:
- Eastern Region: DEQ-The Dalles
- Northwestern Region: DEQ-NWR
- Western Region: DEQ-Eugene

A. Type of permit requested

New [x]	Renewal [ ]	Modification [ ]

B. Reference information *Attach additional sheets if needed. Please type or print clearly.*

1. Applicant information

Name	Kurt Redd
Company name	Diversified Marine Inc.
Address	1801 N. Marine Drive
City, State, Zip	Portland, Or. 97217
Telephone	(503) 289-2669
Email	Kurt@dmipdx.com

2. Property owner information

Name	Inland Holdings Inc.
Mailing address	PO Box 83723
City, State, Zip	Portland, Or. 97283
Telephone or email	(503) 969-4593 Kurt@dmipdx.com

3. Facility information

Facility common name	Diversified Marine Inc.
Permit No. *(if applicable)*	
Street address	1801 N. Marine Drive
City, State, Zip	Portland, Or. 97217
County	Multnomah
Latitude and longitude	45.60732 - 122.68477
Tax lot number(s)	2N1E33DD - 00300
Mailing address	PO Box 83723
City, State, Zip	Portland, Or. 97283
Operator name	Kurt Redd - President
Operator telephone	(503) 969-4593
Operator email	Kurt@dmipdx.com
Modification Reason *(if applicable)*	

C. Type of permit requested: *Check one*

- [ ] Landfill Closure Permit
- [ ] Composting or Anaerobic Digester Facility Permit
- [ ] Conversion Technology Facility Permit
- [ ] Energy Recovery Facility Permit
- [ ] Incineration Facility Permit
- [ ] Landfill Permit
- [ ] Solid Waste Letter Authorization Permit (short-term projects only)
- [ ] Solid Waste Treatment Facility Permit
- [■] Transfer Station or Material Recovery Facility Permit

Please contact the solid waste permit coordinator for your region if you have any questions about the permit type or need further information. See page 2 for DEQ regional office contacts.

Signature: I hereby certify by my signature below that the information contained in this application and the documents I have attached, are true and correct to the best of my knowledge and belief.

Signature:	Date: May 18, 2023
Print name: Kurt Redd	Title: President

Attach to this permit application
To complete your application attach the following if required for your application: (Note: New applications need Items 1-5; Renewals need Item 5. Solid Waste Letter Authorizations require If you have questions regarding requirements, please check with the regional permit coordinator).

☑ 1. A completed LAND USE COMPATIBILITY STATEMENT which identifies: 1) the type of activity/facility proposed (composting facility, material recovery facility, anaerobic digestion facility, etc.); 2) the specific location of the facility; and 3) the amount of solid waste the facility will receive.

☑ 2. A WRITTEN RECOMMENDATION from the local government unit having jurisdiction of solid waste in my area.

☑ 3. A CERTIFICATE OF BUSINESS REGISTRY of this business with the State of Oregon.

☑ 4. A LIST OF DEQ regulated programs and/or permits issued or applied for under the business name listed above

- ☐ Check here if no other permits have been applied for or issued.
- ☒ If regulated by another DEQ program (e.g., Cleanup, LUST, UST), please supply the program and the file number:
  - Cleanup – File No. _____
  - LUST – File No. _____
  - UST – File No. _____
  - Other: DEQ 1200-Z Permit #111695

☑ 5. A list of property owner's addresses within a quarter mile radius of solid waste facility property boundary in Excel or similar format. (For facilities located in Eastern Region, attach adjacent land owner's addresses only).

☐ 6. Additional materials, as listed on the instruction sheet specific to the type of facility for which you are applying. *(Refer to* http://www.oregon.gov/deq/mm/swpermits/Pages/default.aspx *or contact your region's DEQ solid waste permit coordinator if you have questions).*

Please see applicable websites for further information:

Composting and Anaerobic Digesters: http://www.oregon.gov/deq/mm/swpermits/Pages/Composting-Facilities.aspx

Conversion Technology: http://www.oregon.gov/deq/mm/swpermits/Pages/Conversion-Technology-Facilities.aspx

Material Recovery Facilities and Transfer Stations: http://www.oregon.gov/deq/mm/swpermits/Pages/Material-Recovery-Facilities.aspx

Permit Coordinators: http://www.oregon.gov/deq/mm/swpermits/Pages/default.aspx

Fees – Must accompany this application
Permit Fees: http://www.oregon.gov/deq/mm/swpermits/Pages/Fees.aspx

Make checks payable to Oregon DEQ.

Please mail the original application and one copy of the completed packet to the appropriate regional office. Note that action will not begin on an application until a complete application packet is received. Incomplete applications may be returned. DEQ recommends retaining a copy of all application materials to guard against loss in transit.

If your facility/project is in this county...	**...then send to this DEQ office**
Baker, Crook, Deschutes, Gilliam, Grant, Harney, Hood River, Jefferson, Klamath, Lake, Malheur, Morrow, Sherman, Umatilla (including Milton- Freewater), Union, Wallowa, Wasco, Wheeler	**Eastern Region** Materials Management Program 400 E Scenic Drive, Suite 307 The Dalles, OR 97058 Phone: 541-298-7255 ext. 221
Clackamas, Clatsop, Columbia, Multnomah, Tillamook, Washington	**Northwest Region** Environmental Partnerships 700 NE Multnomah St., Suite 600 Portland, OR 97232 Phone: 503-229-5353 or DEQNWR.SolidWastePermitCoordinator@deq.state.or.us
Benton, Coos, Curry, Douglas, Jackson, Josephine, Lane, Lincoln, Linn, Marion, Polk, Yamhill	**Western Region** Materials Management Program 165 E Seventh Ave., Suite 100 Eugene, OR 97401 Phone: 541-687-7465

Department of Environmental Quality

Wastewater Permits Database - Facility Details

Active Permits for DIVERSIFIED MARINE, INC. - WQ File Number: 111695

The permits listed below are the currently active permits for this facility. If you wish to see details on the applications that led to these permits click on the application number below.

If you wish to see the details on any pending applications for this facility click here (facapplpend.asp?facilityidreq=111695).

Field	Record
Legal Name	DIVERSIFIED MARINE, INC.
Common Name	DIVERSIFIED MARINE, INC.
Street Address	1801 N MARINE DR
City	PORTLAND
Zip Code	97217-7803
County	MULTNOMAH
DEQ Region	NWR
Primary SIC Code	3731
Facility Type Description	SHIP BUILDING AND REPAIRING
Latitude	45.6075
Longitude	-122.685
Permit Type	GEN12Z
Permit Description	Stormwater; NPDES specific SIC codes
Category	STM
Class	MINOR
Start Date	12/20/2001
Expiration Date	7/1/2026
Active Permit	True
UIC Facility	False
Administrative Agent	City of Portland
Last Action Date	7/1/2021
Last Action Description	DEQ Init Modified
Permit Writer	
Compliance Inspector	PORTLAND
DMR Reviewer	
Permit Application Number	949190 (facilityappl.asp?applnumberreq=949190)
EPA Number	ORR207168

Department of Environmental Quality

Water Quality Wastewater Permits Database
Facility Application Details

Permit application details for Application Number 949190.

Field	Record
DEQ Application Number	949190
WQ File Number	111695
Permit Type	GEN12Z
Application Type Desc	DEQ Init Modified
Date Filed	7/30/2021
DEQ Class	N/A
Administrative Agent	City of Portland
Application Fee	$0.00
Fee Received	$0.00
Planned Issue Year	0
Application Status Date	8/13/2021
Application Status Code	B08
Application Status Desc	Permit assigned
In Process	No