DONJON MARINE CO., INC
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HILLSIDE, NEW JERSEY 07205 U.S.A.

January 18, 2013

Attn: Jonathan Wallace
New Jersey Department of the Treasury
Division of Purchase and Property
Proposal Receiving Room
33 West State Street, 9th Floor
P.O. Box 230
Trenton, NJ 08625-0230

Dear Sirs;

Donjon Marine is pleased to present a comprehensive quotation for the emergency response for marine orientated operations required as consequence of hurricane sandy.

Since 1967, Donjon Marine domiciled and located in NJ, has grown from two employees to a multi-faceted response organization of more than 800 employees, all of which are well equipped and experienced in dredging, emergency clean up and environmental remediation. We truly believe that our experience and capability in a project of this kind is second to none.

As you review our proposal you will surely note that we are not limited in any of the required tasks but have developed day to day as well as decade to decade experience in the multiple tasks required to complete this operation successfully and within reasonable financial terms.

As a New Jersey based contractor we very much appreciate the opportunity to tender for this proposal and our hopeful that our all inclusive comprehensive approach is worthy of your further consideration.

Very Truly Yours,

Donjon Marine Co., Inc.

J. Arnold Witte
President/CEO

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RFQ RESPONSE - WATERWAYS DEBRIS REMOVAL AND DREDGING SERVICES

4.0 INTRODUCTION

Donjon Marine Co., Inc. (Donjon) is pleased to provide the enclosed information to the State of New Jersey. The following information provides a brief overview of the Donjon organization and its affiliated companies.

Donjon Marine Co., Inc. has a forty-seven year history domiciled in New Jersey in the marine, environmental, and emergency response industries. The Donjon companies were founded and based in New Jersey with over 800 personnel in the network the vast majority domiciled in New Jersey. They are trained and available for response and performance of both emergency as well as scheduled contracts 24 hours a day, 7 days a week, 365 days a year.

Donjon's broad spectrum of marine and emergency response services requires continuous interface with various regional and national regulatory authorities. These include but are not limited to the New Jersey Department of Environmental Protection, New Jersey Meadowlands Commission, Port Authority of NY&NJ, US Army Corps of Engineers, US Coast Guard, US Navy, as well as, New York City EDC and State DEC agencies as part of our daily operations. Contact references are included within this proposal.

Emergency marine services include salvage, demolition, dredging, firefighting, lighterage, pollution control and abatement, spill cleanup, remedial action and chemical analysis. The salvage division has responded to the past four major hurricanes beginning with Katrina, including Rita, Ike, and Sandy (Pumping out all of the NYC tunnels, World Trade Center site, AMTRACK substations in Kearny, New Jersey and PATH tunnels in New Jersey ahead of schedule and below budget, Debris removal and channel clearance for the USCG at Eaton's Neck, NY and debris removal in Sayreville, New Jersey). Sandy response activities involved large vessel salvage, emergency clearance of waterways and channels, vehicle and small craft salvage based on task orders and tracked daily, 24 hours per day, 7 days per week. The Katrina response, working with the US Navy, US Army Corps of Engineers, US Coast Guard and FEMA resulted in a successful emergency response: timely and on budget in excess of $42,000,000.

The dredging division offers comprehensive services to satisfy the ever-changing environmental concerns relating to dredge materials. Donjon owns and operates a fleet of dredges and hopper scows designed for shallow draft to minimize draft impacts from project locations. US Army Corps dredging operations often involved projects in excess of $50,000,000. Due to the critical nature of completely covering the dredge prism, each dredge is equipped with the latest DGPS systems, including ClamVision to provide the operator with real time feedback of each bucket's track, depth and coverage to make first pass operations efficient and accurate.

Donjon is the only dredging company to design, construct, own and operate a fully permitted dredge material processing facility for contaminated dredge materials (if required). Donjon also operates a placement site for the beneficial reuse of the treated sediments. Sampling and testing frequency are routine activities performed as required utilizing local NJDEP certified laboratories. Highly specialized equipment is maintained throughout the company for these projects.

Donjon is experienced in domestic and international marine transportation. Inland towing, coastal and deep ocean towing and barging services are also provided to the marine community. Donjon's U.S. work area includes the East, West and Gulf Coasts, inland river systems, Alaska, Hawaii, Canada, the Gulf of Mexico and the Caribbean basin.

Complete heavy-lift services are also a Donjon priority. The heavy-lift equipment includes the largest capacity floating crane on the U.S. East Coast. These open ocean marine platforms are used for cargo lifts and in support of salvage activities. Specialty lashing/securing capabilities are an integral part of this service and provide a turnkey service offering to clients.

Donjon has an experienced diving division offering emergency response, underwater video, search and recovery, marine construction, hull and propeller cleaning, damage surveys, underwater burning and welding, NDT, inspections and intake and outfall cleaning.

The Donjon group includes two permitted metal recycling facilities, C&M Metals Recycling, LLC located in Dover, New Jersey and Donjon Recycling located in Staten Island, New York. The C&M facility has permitted technicians for management of Freon and CFCs and routinely handles white goods and e-waste along with routine steel, iron, stainless, copper, etc.

Clean Venture/Cycle Chem, Donjon's environmental affiliate located in Elizabeth, NJ , owns and operates two fully permitted TSDFs for the management of both RCRA and TOSCA wastes. Personnel are trained for emergency response, routine waste management procedures and operate a fully permitted fleet of specialized transportation vehicles.

The capabilities, experience and unique collection of a host of specialized equipment and experienced personnel provide NJDEP an opportunity for a turnkey operation for this project.

4.1 TECHNICAL PROPOSAL

Donjon proposes to manage each region in a zone by zone method. The first activity upon receipt of a task order will involve mobilizing a rapid-response team member to survey the area; determine the volume; develop a method of approach; identify obstructions, regulatory permits and access issues; and determine the length of time required to perform the task. An initial working task schedule will be developed within eight hours of each task assignment approval.

Mobilization to the zone and initiation of removal operations, in accordance with appropriate environmental controls will be scheduled and initiated. Operating in multiple locations or tasks simultaneously is anticipated. Debris removal will be performed as a first pass operation and involve the use of side-scan and/or multi-beam sonar to produce surface and density definition to facilitate debris identification and location.

Depending upon the size and type of debris identified, a debris removal plan will be produced. Incidental debris removal may occur during the dredging operation. Donjon's experience with salvage operations includes removal of major vessels, as well as, small craft. Each operation is planned and scheduled accordingly. Debris up to the size of automobiles are encountered in dredging operations and captured with clam-shell buckets and placed onto deck-barges or hopper-scows. Small debris is removed during a raking operation that is performed using a six foot wide and five foot high rake with one foot openings. The rake is combed through the

material and captures rope, pilings, wood, metal, concrete, etc. Debris will be sorted at the Temporary Debris Management Area (TDMA).

Dependent upon the type of material encountered, the debris is sorted into roll-off containers for management at the appropriate recycling, treatment or disposal facility. Each container is tracked by date, container number and destination facility with each load producing a certified weight ticket. Each weight ticket identifies the facility, facility permit number and certified weight of each container or truckload. For this project, the task order will be recorded upon each ticket to facilitate accurate reporting.

Vessels and vehicles will be placed aboard Donjon deck barges with appropriate run-on/run-off control for any fuels or oils potentially onboard the item. Access for inspection, assessment and final disposition will be provided by Donjon at its Port Newark facility or other local area identified by NJDEP. Based upon the identified number of vessels and vehicles only three to four barges would be required.

Donjon will utilize its own crane and dredging equipment for removal operations. Work in extremely shallow areas may be supplemented by local small New Jersey contractors, a listing of which has been included in later sections. Due to past experience with hurricane response challenges, Donjon will have the assistance of its own environmental company Clean Venture/CycleChem to support any management of hazardous waste, household hazardous waste, petroleum related spill management, as well as Freon removal prior to processing for recycling or disposal.

All operations performed in and around aquatic vegetation and shellfish beds will be planned for minimal disturbance through the use of long reach equipment, low ground pressure machines and specialized matting systems if needed. Donjon will work with officials to ensure a best management effort.

Sand dredging, pumping and screening operations will be established as near shore operations with all sand screened for debris to a one inch minus size for removal of small debris anticipated to be primarily construction and demolition related objects. Debris will be collected into roll-off containers for appropriate management. To the extent possible, i.e. utilizing a magnet, all ferrous material will be segregated for recycling.

Debris areas along the waterfront will be processed at low tide to benefit from visual identification of protrusions. Utilization of long reach excavators and low pressure dozers will be used to move sand landward for the debris screening operations. Careful planning for the benefit of low tide cycles will assist in capturing otherwise invisible debris covered by sand, but located immediately below the surface.

Donjon is very familiar with disaster response and recovery activities and has successfully coordinated its operations with local, state and federal agencies and their contractors to avoid interference with all parties operations.

Due to past experience with federal contracts and state contracts, record keeping and compliance reporting are integrated into Donjon's daily operations. Each major response to date has involved close daily communications with the contracting agency Project Manager. Schedule updates, budget tracking, project estimates, personnel, subcontractor and equipment needs,

designation of vessel aggregation areas, identification of TDMA's, local waste flow designated facility utilization, environmental safety and health matters and the general day to day challenges of large complex projects demand close and accurate communication. Utilization of daily reports by Task Order and electronic transfer of these updates to create a complete, detailed and well supported cost vehicle for ultimate FEMA reimbursement are critical.

Contract Activation

Upon receipt of the initial Task Order Approval, Donjon will assign a Zone Operations Manger (ZOM). The ZOM will coordinate all Donjon operations within the boundaries of the Zone and with the State's Project Manager. The ZOM will coordinate debris removal operations.

Donjon will mobilize immediately upon receipt of the initial Task Order Approval, and anticipates to meet or exceed 25% within 24 hours, 75% within 60 hours, and 100% within 96 hours. Due to Donjon's base of operations being located in Newark Bay, mobilization will be limited to the towing time anticipated to the removal location, during which, survey operations will be initiated immediately upon Task Order Approval.

Analyzed survey data will be transferred to the onboard dredge computer for purpose of setup, i.e. DGPS coordinates, as well as calculated size of identified material located above the channel or bay floor.

All debris loading and transporting in public areas will be performed during daylight hours to facilitate appropriate debris segregation and safety during operations. Debris removal operations may be scheduled for night operations, if approved by NJDEP, but all off-loading operations will occur during daylight periods.

Donjon will manage the lawful disposal and recycling of all debris and debris reduction byproducts utilizing the designated and approved outlets in accordance with NJDEP concurrence.

Once identified by the State, management of the TDMA or designated debris offloading area will be Donjon's responsibility. The offload area will be segregated for types of debris, secondary management of hazardous or special handling requirement materials to allow appropriate containment, packaging, testing or further processing of material as required. Restoration of the TDMA or designated offloading area will be Donjon's responsibility. A photographic and structural survey will be performed prior to initiation of use of any site to provide a suitable status survey for final performance, restoration and remediation.

In the event an observation tower is needed to monitor Donjon operations, Donjon will provide a hydraulic scissor lift or prefabricated tower and ensure safe and proper utilization.

Side-scan sonar, LIDAR or other cost-effective and appropriate technology will be used to determine that eligible debris has been removed from the waterway in a Zone or portion of a Zone according to tasking. Donjon will provide the State Project Manager with written confirmation of this survey. Upon confirmation of debris removal, the State may issue a Task Order for sand redistribution in this area, providing this operation will not interfere with ongoing waterway debris removal.

Donjon will not interfere with or perform debris removal operations in the New Jersey waterways which contain hazardous substances in bottom sediments. At least 10 working days prior to commencing work in a stream, Donjon shall notify NJDEP and comply with any restrictions on access to streams as may be required by the federal government or NJDEP.

Zone Operations Manager (ZOM)

Donjon will assign and provide a Zone Operations Manager (ZOM) to report to the State or the State Project Manager for all regional contract coordination issues and to report to the State Project Manager for coordination of all Donjon activities under the Task Orders issued in that Zone. The Donjon ZOM will be knowledgeable of all facets of the Donjon supervised operations and will have the authority in writing from Donjon. The ZOM will be on call 24 hours per day, seven days per week and will be carrying a cell phone providing immediate contact. The ZOM will participate in daily meetings and disaster exercises, functioning as a source of essential information. The ZOM will be National Incident Management System (NIMS) compliant and maintain records of such training and provide documentation to this effect. The ZOM will be physically capable of responding to the State or the State Project Manager within one hour of notification.

Required Reporting

Donjon will provide a daily report to the State Project Manager and other State designated entities on each Zone in which a Contractor is performing work under this Contract. The daily report shall specify data to determine (for each Zone and for all Zones combined) quantities of debris removed on a daily and cumulative basis, locations of disposal/recycling/staging of debris, number of crews working, types and numbers of equipment operating, and estimated completion date of debris removal, including closure of any Offloading Sites.

In addition, Donjon will report daily to the State Project Manager and any other State designated entity on worker safety, including descriptions of any worker injuries, fatalities, and accidents and Donjon's response to such incidents.

Donjon will maintain all records related to transactions or services under this Contract for a period of five years from the date of final payment. Such records will be made available to the New Jersey Office of the Comptroller for review and audit upon request pursuant to N.J.A.C.17:44-2.2.

Health and Safety

Donjon will supervise and direct all work related to the waterway debris removal, debris transport, management of Offloading Site (s), scanning services and dredging services, ensuring skilled labor and proper equipment for all tasks. Safety of Donjon's personnel and equipment is the responsibility of Donjon. Donjon will designate in writing the individual responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the work to be performed.

Donjon, and its subcontractors and/or personnel, will comply with all applicable Federal, State, County and local safety and health protection codes, laws, ordinances and rules and regulations of any public body having jurisdiction for the safety of persons or property or to protect them

from damage, injury or loss. Donjon's duties and responsibilities for the safety and protection of the work shall continue until such time as the work is completed and final acceptance by the State has occurred.

Donjon will provide a Health and Safety Officer in each Zone in which Donjon is performing work under this contract. The Zone Health and Safety Officer shall be certified in First Aid, CPR, OSHA HAZWOPER, 10-hr OSHA Construction Safety Class and in the use of an auto-external defibrillator (AED). Donjon will provide these certifications to the State at the Contractor Kick-Off Meeting. Use of the Zone Health and Safety Officer in more than one Zone will not occur without the express authorization of the State Project Manager. Donjon owns multiple small motorboats and will assign one to each of the Zone Health and Safety Officers.

Donjon will perform daily safety inspections. Identified safety and health issues and deficiencies will be recorded and the actions, timetable and responsibility for correcting these matters recorded on the inspection forms. Donjon will establish a safety and health deficiency tracking system list and monitor the status of deficiencies in chronological order. The list will be updated daily and made available on site.

Accidents will be investigated and reports completed by the immediate supervisor of the employee(s) involved and reported to the appropriate Federal, State, County and local authorities, including NJDEP, State Project Manager and State Contract Manager. All data will be complete, timely and accurate. A follow-up report will be submitted when the estimated lost time days differs from the actual lost time days.

Licenses and Permits

Donjon will obtain and maintain in full force and effect all required licenses, permits and authorizations necessary to perform this Contract. Donjon will furnish these to the State on or before the date of the Contractor Kick-Off Meeting. Donjon's New Jersey Business Registration will be provided prior to contract award along with all other licenses and permits of vessels and operators. Donjon is in the process of filing for an A-901 license and owns a facility, Clean Venture/Cycle Chem which currently holds an active A-901 license.

Donjon will utilize equipment currently permitted for operation of stationary equipment (grinders, chippers, shredders, etc.) through permitted subcontractors if required. This equipment will be located to minimize air quality impacts on the surrounding community (i.e., diesel emissions, odor).

Reporting and Documentation

Donjon will report daily to the State Project Manager and to any other State designated entity on worker safety, including descriptions of any worker injuries, fatalities and accidents and Donjon's response to such incidents.

Donjon will maintain all records related to transactions or services under this Contract for a period of 5-years from the date of final payment. These records will be made available to the NJ Office of the Comptroller for review and audit upon request pursuant to N.J.A.C. 17:44-2.2.

Donjon will provide and submit to the State Project Manager all reports and documents as may be necessary to adequately document the debris emergency response, management and recovery services in accordance with FEMA and the other Federal and State requirements.

Donjon will retain all records, documents and communications of any kind (including electronic in disk or print form) that relate in any manner to the award and performance of this Contract. Donjon will be responsible for providing and protecting storage of daily or disaster-related documents and reports during the disaster event and shall be available to the State upon request.

Removal of Waterway Debris

General Requirements

The work will consist of identifying and removing Eligible Debris from waterways as tasked by the State. To the extent practical, the debris will be sorted by type prior to Offloading. The State will prescribe the specific schedule to be used for waterway debris removal.

Donjon will provide equipment, operators and laborers for the waterway debris removal operation, as well as personnel to supervise the operation. Donjon will provide all provide all labor and materials necessary to fully operate and maintain (including fuel, oil, grease and repairs) all equipment under this contract. Rates are full costed, inclusive of the cost of protective clothing (to include hardhats and steel-toed boots), fringe benefits, hand tools, supervision, transportation, traffic control and any other costs. Donjon will determine the makeup of the removal crew dependent upon site conditions, safety and the environmental sensitivity of the site. Donjon will provide labor and materials necessary to fully plan, manage, operate and maintain the equipment required for each task order.

Donjon will remove Eligible Debris from waterways as directed by the State, inclusive of sand that has been redistributed as a result of the storm. Donjon will make every effort to separate and segregate the debris on board the barge prior to offloading to land. Use of roll-off containers on board barges may be utilized for these purposes. The debris, once loaded, shall remain the property of the State, unless otherwise negotiated by Donjon. Any revenue generated from the sale, recycling or disposal of Eligible Debris shall accrue to the State.

Donjon will remove storm-damaged vessels or vehicles, floating or submerged, that are identified as Eligible Debris. Upon removal, Donjon will deliver the vessels and vehicles to an aggregation site as specified by the State. During this collection/retrieval period, Donjon proposes to place these recoveries aboard one of Donjon's large deck scows as noted previously. Upon completion of this operation or at such time as the vessels and vehicles require placement ashore, Donjon will mobilize a crane barge to the designated site and transfer each recovery to the aggregate site per State direction.

Donjon anticipates that the State will identify and provide access to suitable Offloading Sites on public property where the debris removed from waterways can be safely removed and loaded into trucks for transport to a final disposal site. All debris will be loaded into trucks and or roll-off boxes on a daily basis. Removal operations will be closely coordinated with local disposal facilities. Each offloading site will have its own run-on/run-off controls for storm water and sediment control. A section of each site will be set up for household hazardous waste management with a liner, sand barrier, storm water control and cover. Due to the limited amount

of household hazardous waste anticipated, sea containers may be utilized for storage of these materials prior to disposal. This will be evaluated on a site by site basis.

Donjon's sister company Clean Venture/Cycle Chem provides household hazardous waste services to cities and counties throughout New Jersey and will be available to support the consolidation, packaging, manifesting and transportation activities for these materials.

Donjon's NJ metal recycling facility, C&M Metals holds a freon management permit and will support all "white goods" and e-waste services for the project. Service for Freon materials may be provided at the TDMA prior to the material being transported for recycling or managed at C&M with NJDEP approval. E-waste will be segregated, tracked and managed as an independent recycling stream. If selected, C&M Metals may also support these requirements.

Donjon's sister company, Clean Venture, will perform and coordinate the setup of each TDMA. Each site will have a pre-use photographic record created, surface and groundwater samples and location of groundwater sampling wells. The background status of each TDMA, from a contaminant perspective will be fully documented and the same sampling plan parameters will be utilized to confirm the site has been fully restored and remediated if needed.

Donjon will negotiate leases for Offloading Sites if required and provide "hold harmless" clauses in the favor of the State. However, costs for these private sites have not been included in the attached Price Proposal Form. Each offloading site, not TDMA, will be cleared of debris daily.

Zone Work Plan

Donjon will prepare and submit a detailed debris removal and management "Zone Work Plan" for each Zone in which the contractor is tasked to perform work. These plans will address the specific nature, identified offloading and TDMA locations which will be utilized for the Zone. Donjon's plan will include a defined Concept of Operations and Work Strategy, Work Flow, Organizational/Management Structure, Zone Safety Plan, Off Load Points, Dock Facilities and any other project specific items as required by the State Contract Manager or the State Project Manager. Each plan will be submitted for approval prior to any debris removal or assessment work being performed. The plan will include a process that includes a detailed description of the projected division of work zones into small more manageable work zones and or sub-zones.

Bridge to Bridge Communications

Due to the limited channel area and the anticipation of heavy traffic, all tugs, salvage vessels, dredges and crew boats, will be equipped with bridge-to-bridge radio telephone equipment. The radio will operate on a single channel of very high frequency (VHF) FM, on a frequency suitable for the working environment and having a communication range of approximately ten miles. The frequency has been approved by the Federal Communications Commission. These channels providing navigation communications will be monitored at all times.

Hazardous Material Response Plan

In the event that waterway debris removal operations result in the release of oil and/or hazardous substances into the waterway, Donjon will immediately contact the State Project Manager, NJDEP and implement Donjon's approved response plan. Donjon has provided a plan in

compliance with each specification identified in Attachment D, which has previously been approved by the following federal agencies for use on USACE project throughout the New York and New Jersey Harbor System as Appendix D. Donjon maintains emergency boom material and will immediately deploy containment. Vessels will be equipped to support these first response actions. Subsequently, if required, actions will be coordinated with NJDEP and the USCG per statute.

Quality Assurance and Monitoring

Donjon's Zone Operations Manager will provide daily grid projections to the State Project Manager showing where work crews will be located. Each Quality Assurance (QA) monitor will be assigned grids and/or points. The assigned QA monitor will verify and document productivity and safety compliance. A Daily Quality Assurance Report will be completed to document work performed by Donjon. Other personnel from State and federal agencies may observe Donjon crews at work and provide their input, through NJDEP, on quality, efficiency, effectiveness and completeness of the work in progress. NJDEP will perform random inspections of grids and points documented as complete by Donjon.

Debris Classification

Donjon anticipates sorting debris both on the barge to the practical extent possible, with limited sorting occurring after offloading. Use of a small grapple to segregate piles aboard the deck barges will facilitate direct loading of these segregated materials into roll-off boxes or trucks, all with A-901 permits for transport of solid waste.

Vegetative Waste

Vegetative Waste (Type 23) will be removed from the waterway in areas that pose a threat to public safety. Vegetative debris which has been submerged and is not suitable for recycling will segregated from recyclable vegetative materials and transported for landfill disposal. Final recycling or disposal of vegetative debris will depend on market needs and opportunities for alternative use.

Construction and Demolition ("C&D") Debris

Construction and Demolition (C&D) debris collected from the waterway will consist of debris resulting from structural damage to buildings, damage to roads and bridges, and will include items such as aggregate (asphalt, brick, concrete), wood (both clean and treated), roofing and siding materials, wallboard, metals, carpeting and flooring, insulation, glass, tile, window coverings, plastic pipe, heating and ventilating materials/components, air conditioning systems and their components, light fixtures, furnishings and fixtures. Scrap metal, aggregate waste (asphalt, brick, concrete) and white goods will be separated from the general debris for direction to recycling operations as appropriate.

Aggregate

Aggregate will consist of asphalt, brick and concrete. Donjon will load, transport and dump broken brick, block, concrete and asphalt to a disposal facility authorized to accept such material

or to an NJDEP approved Class B recycling facility, or if outside of New Jersey, to a facility authorized by the jurisdiction.

Contaminated concrete or aggregate will be prepared for disposal with other contaminated construction demolition materials.

White Goods/Household Appliances

White Goods/Household Appliances are a category of scrap metal which includes stoves, refrigerators, freezers, dishwashers, washers, dryers, microwaves, air conditioners, other similar types of appliances. Since many white goods contain ozone-depleting refrigerants, mercury or compressor oils, these materials will require processing prior to shipment for recycling.

Donjon will comply with applicable Federal, State and local laws concerning refrigerants, mercury, or compressor oils. Documentation of proper disposal will be provided to the State Project Manager.

White goods removed from waterways will be staged at a temporary staging area approved by the State or transported directly to final recycling/disposal facilities. Donjon is prepared to remove and recover Freon from any white goods at the Offloading Site or final recycling/disposal facility in accordance with all Federal, State and local environmental and safety regulations and laws. Donjon will load and transport from an Offloading Site for final recycling and/or disposal all white goods only after removal of Freon has occurred. Donjon's C&M Metals has two certified technicians in accordance with 40 CFR Part 82, Sections 150 through 166 and will remove chlorofluorocarbon liquid (CFC). This operation could occur at the TDMA or at C&M Metals location located in Dover, New Jersey. C&M Metals is fully permitted for recycling white goods and e-waste in addition to routine scrap metals. Each white good processed will be duly marked indicating that the Freon has been removed and recovered. Donjon will maintain all licenses and records to perform and document said work.

Scrap Metal

Scrap metal refers to ferrous metals such as structural steel and steel framing members and non-ferrous metals such as wiring/conduit, plumbing (pipes and fixtures) and HVAC materials (ductwork, motors). White goods are considered as scrap metal, but are described separately for management procedures. Donjon shall segregate scrap metal prior to or at the time of offload and may store it in a temporary staging area approved by the State or bring it directly to a scrap metal processor located in the state. Scrap metal containing motors shall be drained of all liquids prior to transport to a disposal facility and managed appropriately. Revenues generated from recycling of scrap metal will accrue to the State.

Sand

Donjon will remove sand from Superstorm Sandy that would constitute Eligible Debris. The State will issue task orders to the Contractor for sand removal, requiring that the depth of a navigable waterway be restored to a depth of the maximum draft of the largest vessel to traverse the waterway plus 2 feet. The State may require Donjon to redistribute such sand.

Sand that has been determined through analytical testing to be uncontaminated and is otherwise suitable for placement on beaches shall be restored (e.g., screened) by Donjon to pre-storm beach quality. Donjon may be directed by the State to transport the sand to a designated beach. Donjon will offload the sand onto the beach. Further action by Donjon will be limited to rudimentary placement on the beach, either through spreading or placement in berms. Donjon will be responsible for disposition of materials screened or otherwise removed from the sand and the State may designate locations for disposition of such material.

Sand that has been contaminated with silt and other deposits will be disposed of at an alternate disposal site as directed by the State.

Sand exhibiting visible or known traces of petroleum or chemical spills shall be placed in weather-tight containers, such as a covered and lined-roll-off or inter-modal container. If these containers must be stored temporarily, they should be placed on an impervious surface, such as a concrete or asphalt parking lot. This material may be transported to a staging area until final disposal or reuse has been determined. If necessary, analytical testing may be ordered by the State to determine if the material can be reused or must be disposed. This testing cost has not been included at this point.

Donjon shall sample the sand to characterize it for appropriate disposition as follows:

Depending on the volume of material to be dredged, one (1) core location will be collected per each 1,000 cubic yards of material to be removed. The depth of the sample shall be to the proposed removal depth. For analytical purposes, a maximum of three (3) core locations may then be composited for analysis of the material for contaminant concentrations.

Each composite or individual core location (if total volume is less than 2,000 cubic yards) will be analyzed for the following target analytes: Semi-volatile organics (Method 8270C) / Metals (Method 6010B), Mercury (Method 7471) /Pesticides (Method 8081A)

Donjon will meet the sampling and data quality assurance/quality control guidance and reporting requirements as required by Appendix B of the Department's Dredging Technical Manual.

Any sand or other sediment that has accumulated in barges or other vessels used to transport debris may be removed from the scow and placed in a temporary stockpile area on land. These stockpile will be designed with all the necessary soil and sediment control features (hay bales, silt fencing, etc.) to control the release of any free water from the dredged material. The following sampling plan will be utilized for the characterization of the material for management at an appropriate disposal facility. Depending on the volume of material stockpiled, one (1) sample will be collected per each 1,000 cubic yards of material on-site. Each sample will be taken to the depth of the pile. For analytical purposes, a maximum of three (3) samples may then be composited for analysis of the material for contaminant concentrations.

Each composite or individual core location (if total volume removed is less than 2,000 cubic yards) will be analyzed for the following target analytes: Semi-volatile organics (Method 8270C) / Metals (Method 6010B), Mercury (Method 7471) / Pesticides (Method 8081A)

Donjon will meet the sampling and data quality assurance/quality control guidance and reporting requirements as required by Appendix B of the Department's Dredging Technical Manual.

Human Remains

If suspected human remains (defined as dead bodies, tissue and/or teeth and bones) are found during the debris removal process, Donjon will immediately stop all operations in the area where the remains were found and shall notify the ZOM. The ZOM will notify the local police department and the State Project Manager of the situation and shall coordinate any required actions by Donjon in response to police department direction. The police, with support of the medical examiner, if necessary, will properly document the situation and collect the remains and other items deemed appropriate. Operations may resume once the police notifies the ZOM that the site has been cleared.

Material Impacted by Release of Hazardous Substances

These materials will be managed pursuant to the New Jersey Spill Compensation and Control Act, N.J.S.A. 58:10-23.11 et seq. (as amended) and the regulations promulgated thereunder, as well as applicable NJDEP guidance for addressing such materials.

The methods of handling and transporting these wastes from the site will be managed by Donjon's sister company Clean Venture/Cycle Chem's fully trained staff utilizing permitted company equipment and facilities.

If hazardous or unknown materials such as lead, PCBs, solvents, pesticides, pool chemicals, industrial grade cleaning solutions, etc. are discovered during the cleanup, the materials will be staged separately and with secondary containment to collect leaks and prevent further mixing with other hazardous waste or incompatible chemicals. To the extent possible, Donjon will assist with segregating the material from the rest of the cleanup.

Electronic Waste (E-Waste)

E-Waste includes items such as stereos, televisions, VCR's, DVD players and computers and peripheral accessories, telephones and other devices. Donjon shall collect E-Waste and transport to either a TDMA for segregation or directly to an E-Waste recycling facility.

Vehicle Removal

Vehicle removal includes cars, trucks, motorcycles and recreational vehicles. The minimal holding periods established by N.J.S.A. 39:10A-1(b), N.J.S.A. 39:10A-1(c), and N.J.S.A. 12:7C-10 through -13 may be subject to change upon notice by the Chief Administrator of the MVC to Donjon.

Donjon will coordinate with the N.J. Motor Vehicle Commission (NJMVC) and/or NJDEP, in removing vehicles and will comply with all State and local governmental regulations or protocols in removing vehicles from the waterway. Donjon will issue work orders within 48

hours, containing all pertinent data supplied by the State, to the subcontracted licensed towing entities. The licensed towing entities arriving on the scene will be responsible for evaluating environmental and safety issues. Should the towing entity find any major threats to health, safety or the environment, the vehicle will not be moved from the Offloading Site, and the NJDEP and State Project Manager will immediately be notified. Once all concerns are addressed, the vehicle will be lifted, properly secured and transported to the assigned aggregation site using the safest and most direct route.

Vehicle Storage and Reporting

Recovered vehicles will be inspected by Donjon within 24 hours of arrival at the aggregation site. The vehicles will be stored in a manner to allow access for inspection by the State and insurance company representatives and to allow for retrieval and reclamation by the vehicle owner when applicable.

Donjon will provide access to owners, lienholders, and their authorized agents or legal representatives, during, at a minimum, the hours of 8:00 a.m. to 5:00 p.m., at least five days a week, excluding holidays, for the purpose of identifying and/or inspecting vehicles in which they have a legal interest. The State, or authorized agents thereof, will have immediate access to any storage facility or aggregation site at any time, upon notice to Donjon.

Donjon will be responsible for complying with all provisions of New Jersey law pertaining to the disposition of vehicles deemed abandoned on public property (N.J.S.A. 39:10A-1, et seq.), as set forth in Attachment G (incorporated herein by reference of the RFP). No vehicle will be sold, junked or otherwise disposed of except as provided in this section.

In addition to the information required by N.J.S.A 39:10A-1 et seq., and N.J.S.A. 56:13-7, et seq, and the forms in Attachment H (of the RFP), Donjon will maintain, and provide to the NJMVC, without limitation:

- The date and time the vehicle was towed:
- The location from which the vehicle was towed;
- Documentary proof of the results of the National Crime Information Center check for every vehicle in its possession;
- Complete documentation of any sale or disposition of each vehicle, including documentation of all efforts to determine the identity and address of the owner and lienholder (if any), as well as copies of all notices sent to the owner and any lienholder; and
- If the vehicle was claimed by the owner, lienholder, or authorized agent, the date, time and name of the person the vehicle was released to, as well as a complete listing of all charges and fees assessed.

Donjon will collect all applicable fees, including the cost of recovery, transport and storage prior to releasing the vehicle to the owner, lienholder, or authorized agent and net the amounts form the bill to the State. Vehicles that have been abandoned will be managed in compliance with applicable law and guidance from NJMVC.

Vessel Removal

Vessels recovered under this Contract will be managed in compliance with the Abandoned or Sunken Vessels Disposition Law, N.J.S.A. 12-7C-7 et seq., and applicable regulations. Pricing for this section have been provided in Exhibit A-1, Price Schedule Supplement for Vessel Removal Pricing. This supplemental schedule provides for different levels of pricing based on vessel length (in linear feet) as well as the travel distance.

The minimal holding periods established by N.J.S.A. 39:10A-1(b), N.J.S.A. 39:10A-1(c), and N.J.S.A. 12:7C-10 through -13 is subject to change upon notice by the Chief Administrator of the MVC to Donjon.

Vessel Storage and Reporting

Donjon will provide access to owner, lienholders, and their authorized agents or legal representatives, during, at a minimum, the hour of 8:00 a.m. to 5:00 p.m., at least five days a week, excluding holidays, for the purpose of identifying and/or inspecting vessels in which they have a legal interest. The State and any authorized agents thereof, shall have immediate access to any storage facility or aggregation site at any time, upon notice to Donjon.

Donjon will be responsible for complying with all portions of New Jersey law pertaining to the disposition of vessels deemed abandoned under the Abandoned or Sunken Vessels Disposition Law (N.J.S.A. 12:7C-7, et seq.), as set forth in Attachment I (incorporated herein by reference to the RFP). No vessel will be disposed of except as provided in this subsection. In addition to the information required by N.J.S.A. 12:7C-7, et seq., and the forms in Attachment J, (incorporated herein by reference to the RFP), Donjon will maintain, and provide to the NJMVC:

- Complete documentation of any sale or disposition of each vessel, including documentation of all efforts to determine the identity and address of the owner and lienholder (if any), as well as copies of all notices sent to the owner and any lienholder; and
- If the vessel was claimed by the owner, lienholder, or authorized agent, the date, time, and name of the person the vessel was released to, as well as a complete listing of all charges and fees assessed.

Donjon must collect all applicable fees, including the cost of recovery, transport and storage prior to releasing the vessel to the owner, lienholder, or authorized agent and net amounts from the bill to the State.

Donjon will have recovery equipment and tow vehicles prepared to mobilize upon the first notification to recover vessels from waterways as directed by the State. Recovery vessels will begin with Donjon identifying the vessel using GPS coordinates. Donjon will inspect the vessel and make a record of the vessel location, description, registration number, and the type and extent of damage. Prior to offloading, Donjon will mitigate any fluid leaks. Outboard motors will be tilted to the utmost position. Batteries will be disconnected; leaks will be mitigated. Vessels will then be transported to the aggregation site safely and securely by Donjon towing vehicles, trailers and equipment. Vessels will be processed at the aggregations sites.

Equipment Requirements

Donjon is responsible providing vessels, including experienced personnel, standard equipment and accessories, fuel required to provide verification to the State of waterway debris removal, using the most cost-effective technology. All boats, barges, vessels, trucks, trailers and equipment utilized to perform the work under this Contract will be in compliance with all applicable federal, state, and local rules and regulations.

Each truck and container (roll off containers, dumpsters) utilized to perform the work under this Contract will be in compliance with all applicable federal , state and local rules and regulations. Each truck and container (roll off containers, dumpsters) utilized to transport or collect solid waste will have a valid A-901 decal pursuant to N.J.A.C. 7:26-2.2(k) or other evidence of temporary authorization from NJDEP.

Donjon will submit to the State and/or State Project Manager and any debris monitor certifications indicating the type of vehicle or vessel, make and model, license plate number, equipment number, and measured maximum volume, in cubic yards, of the load bed of each piece of equipment utilized to transport debris. The measured volume of each piece of equipment will be calculated from actual internal physical measurement performed and certified by Donjon and approved by the State. Maximum volumes may be rounded to the nearest cubic yard. The reported measured maximum volume of any load bed shall be the same as shown on the signs fixed to each piece of equipment. The State and/or State Project Manager and any debris monitor will have the right to re-measure trucks at any time to verify reported capacity.

All equipment used to transport debris will be capable of rapidly dumping its load and be equipped with a tailgate that will effectively contain the debris during transport, permits the truck to be filled to capacity, and facilitates dumping debris without becoming caught in the bed. Frameless, dump trailers will not be used. Sideboards or other extensions to the bed will be used and not extend more than 2 feet above the metal bedsides and will remain in place throughout the operation. All extensions to the bed, and any exceptions to the above requirements, will comply with law and be subject to acceptance or rejection by the State. Donjon will be responsible for reporting any adjustments of the sideboards to the State and the debris monitor and truck signage will report revised cubic yard capacity. Truck loading will comply with NJDOT rules and regulations including weight limitations and the covering of truckloads.

Hand-Loaded Vehicles

Although Donjon does not anticipate hand loading of vehicles, debris monitors at the loading site will mark the load ticket to indicate hand-loaded vehicles. Debris monitors located at temporary or final debris disposal sites will reduce the observed capacity of each hand-loaded truck or trailer load by 50% because of the low compaction achieved by hand loading.

Securing Debris

Donjon will be responsible for properly and adequately securing debris on each piece of equipment utilized in moving debris, including (without limitation) barges, boats, trucks and roll-off containers. Prior to leaving the loading site, Donjon will ensure that each load is secure and trimmed so that no debris extends horizontally beyond the bed of the equipment in any direction. All loose debris shall be reasonably compacted during loading and secured during transport. Tarps will be provided by Donjon and utilized by all trucks to prevent materials from being blown from the bed during transportation on land. The overall maximum height of hauling equipment, including sideboards and debris, must comply with State and local law. Donjon is not relieved of the responsibility for verifying clearance for all overhead bridges, overpasses, structures and wires.

Equipment Signage

Donjon will affix signs to each piece of equipment indicating the name of the owner/operator of the equipment and a unique equipment ID number. One sign will be placed on each side of the equipment. For those trucks, trailers and other equipment intended to haul debris, the maximum volume in cubic yards, of the load bed shall also be shown. Signs will be maintained in an easily readable fashion for the duration of the work. Minimum letter size will be 3 inches in height.

Debris Load Tickets

Debris load tickets will be employed and completed in such a manner to allow accurate accounting of volumes, weights, origin and destination of debris. Payment of debris hauled will be based on the quantity of debris hauled in truck measured cubic yards and the distance hauled depending on where the debris is taken. Drivers will be given load tickets at the Offloading Site by an appointed Offloading Site monitor. The quantity of debris hauled will be estimated in cubic yards at the Offloading Site by an appointed monitor. The estimated quantity will be recorded on the load ticket. The appointed monitor will retain one copy of the load ticket and the driver will retain two copies of the load ticket. Debris being hauled to a final disposal or recycling facility will be paid based on cubic yards and the distance hauled recorded on an approved load ticket. Solid Waste Origin and Disposal Forms will be utilized for all loads transported to final disposal or recycling facilities. Payment will be made against Donjon's invoice once site monitor and Donjon load tickets and/or scale tickets match. Donjon will utilize the minimally required load ticket found at N.J.A.C. 7:26-3.5 as a template for ticket design.

Debris load tickets proposed for use by Donjon will be approved by the NJDEP and will comply with the requirements set forth in N.J.A.C. 7:26-2.13. In addition to the types of information commonly required on load tickets, Donjon has been advised that any attention substitute load tickets contain the following special provisions required for reimbursement processing:

- Load tickets delivered by Donjon must be sequentially numbered with no duplication of numbers
- Specific description of loading site location including street name and section.
- Identification of hand-loaded versus mechanically loaded vehicles.

- Identification of actual haul distance from Offloading Site to disposal/recycling facility, on route approved by the State.
- All entries will be printed legibly and all blank spaces will be filled in.

For purpose of this Contract the appointed monitors are the final authority on determining volume. For reference on deductions from a 100% full load that can be expected, diagrams provided in Attachment L of the RFP provide guidance.

Private Property Access

Donjon shall not seek or accept requests from private property owners to perform debris clearing or removal activities. It is anticipated that Donjon will require access to private property, or permission to cross private property to fulfill the intent of the Contract. For such situations, Donjon will obtain all necessary Right of Entry agreements and will work with the State to comply with applicable FEMA requirements for Private Property Debris Removal.

Misplaced Material

Should Donjon, during the progress of the work, lose, dump, throw overboard, sink or misplace any material, plant, machinery, or debris, Donjon will recover and remove the same with utmost dispatch. Donjon will give immediate notice, with description and location of such obstructions, to the State or State Project Manager, and when required will mark or buoy such obstructions until the same are removed.

Assessment and Verification of Debris Removal

Donjon is responsible for performing a pre-removal assessment, using the most cost-effective technology, to document waterway debris prior to commencing debris removal. Donjon will present a plan to the State Contract Manager, or the State Project Manager, for approval indicating the areas in which it seeks to perform a pre-removal assessment. The plan will include specific area to be scanned and supporting reasons for a scan of that area including, but not limited to, an explanation of tidal forces moving debris to particular areas.

Donjon is responsible for providing verification of waterway debris removal, using the most cost-effective technology. This verification must be provided to the State Project Manager at the conclusion of work in a Zone and should include, but not be limited to, the following information:

- Pre-removal water depth;
- GIS coordinates of debris fields;
- Type(s) of debris found;
- Volume of debris found;
- Method of removing debris;
- Date of debris removal;
- Disposition of debris; and
- Post-removal water depth

This information will be supplemented with SONAR, LIDAR or other imaging and/or topographic maps of the waterway floor.

Side Scan Sonar Services

Donjon will provide vessels, including experienced personnel, fuel and other associated costs, and mobilization and preparation fees required for the performance of the contract. Donjon shall furnish any additional standard equipment and accessories normally supplied in the industry, as required by the State, to meet the requirements of the RFP.

Side Scan Sonar Technical Specifications

Donjon will provide side scan sonar results of 250 kHz or greater resolution, or of resolution adequate to identify a 50 cm diameter target. Reports will identify significant buildup of debris resulting from Superstorm Sandy in State-owned waters, including location via GPS coordinates, estimated size and type of debris, and water depth. The range will not exceed 100 meters or 328 feet. Donjon has identified three locally based small businesses for these services.

Side scan sonar data will be corrected for slant range and layback. Contact or targets will be located and report in an electronic format. An image and coordinates of each contract with approximate dimensions will be produced in a simple report. A mosaic for each square mile will be produced to show the general location of the contacts or clear sea floor. The contact location method will be verified on known targets in the area, such as pilings or platforms with known locations. All reports will be delivered in Portable Document Format (PDF) and on a data device supplied by Donjon.

Offloading Sites, Aggregation Sites and TDMAs - Offloading Site General Requirements

Donjon will use only Offloading Sites designated and/or approved by the State. NJDEP permit(s) may be required for Offloading Sites (e.g., permits for siting, operation monitoring, closure, and post-closure care requirements). Donjon will comply with the terms and conditions of any such permits. Where closure is not completed properly or environmental releases occur, post-closure care may be mandated.

Donjon will make every effort to Offload debris directly into roll-off containers or trucks, that will then be transported to a final disposal/recycling facility. By performing preliminary sorting of debris on the deck barges with grapples and skid steers, Donjon anticipates minimizing to the greatest extent possible the use of temporary staging areas or temporary debris management areas. Prior to utilizing any temporary staging areas rather that direct-hauling to a disposal or recycling facility, Donjon will provide the State with evidence and analysis establishing the need for staging and processing of material at a temporary staging area rather than direct-hauling form the Offloading Site to a final disposal or recycling facility.

Donjon will supervise and direct the work, using skilled labor and proper equipment for all tasks. Donjon assumes full responsibility for the safety of its personnel and equipment. Donjon will pay for all materials, personnel, taxes, and fees necessary to perform under the terms of this

contract. Donjon will be responsible for the control of pedestrian and vehicular traffic in the work area. Should an observation tower be needed to oversee the operations of an Offloading Site, Donjon will utilize a hydraulic scissor lift or prefabricated tower.

The Offloading Site foreman, provided by Donjon, will be responsible for management of all operations of the site to include, traffic control, off-loading operations, segregation of debris, and safety. The Offloading Site foreman will coordinate directly with the site monitor. The foreman will be responsible for documenting equipment and labor time, quantities of debris received, processed materials hauled away, and providing the daily operational report to the ZOM, for further delivery to the State Project Manager. An Offloading Site foreman to manage any night operations will also be provided by Donjon if night operations are authorized.

Once the State identifies the Offloading Site, Donjon will provide a Site Management Plan to the State for review and approval which will address the following functions:

- Access to the site
- Site preparation – clearing, stripping, hauling, fill placement, constructing/deconstructing processing pads, lime rock or crushed concrete access roads, sod replacement, and any similar activity necessary to make the site usable for its intended purposes.
- Traffic control procedures
- Safety
- Segregation of debris
- Location of hazardous material containment area and Donjon work area
- Location of grinding operations (if required)
- Location of existing structures or sensitive areas requiring protection
- Site close-out (activities to return the site to its original condition)

A copy of the approved Site Management Plan will be kept readily available at the Offloading Site for review by all inspection personnel. Donjon will only utilize offloading sites designated and approved by the State. NJDEP approval(s) will be required for all Offloading Sites. Periodic inspections of these sites will occur for compliance with FEMA and OSHA safety criteria.

Donjon will construct a household hazardous material containment area at each Offloading Site. The perimeter will be lined with hay bales and staked in place. The area will be lined with a heavy gauge plastic to provide a non-permeable barrier covered with a six-inch layer of sand to act as an absorbent and to protect the plastic from puncture or tear. Additional plastic will be on hand sufficient to cover the ground area to prevent storm water from entering the containment area. The containment area will have non-permeable cover at all times and Donjon will ensure that run off is managed in compliance with applicable law. Donjon may elect to utilize poly drums with lids for management of containerized wastes , storing like materials together only for later lab packing and removal by Clean Venture/CycleChem. The larger area will be ready in the event larger waste items are encountered. The site will be graded to re-direct run-off away from the containment area.

Within 5 days of completion of all waterway debris removal work performed in a Zone, Donjon will remove equipment and temporary structures and will dispose of all residual debris from the Offloading site at an approved final disposition site. Donjon will be responsible for the reclamation and remediation of the Offloading Site to its original state prior to use. Within 15 days of receipt of Notice to Proceed, Donjon will submit to NJDEP for approval a plan detailing the procedures it proposes for closing temporary debris management areas, Vehicle Aggregation Areas and Vessel Aggregation Areas.

Vehicle and Vessel Aggregations Sites

Donjon will establish Vehicle and Vessel Aggregations Sites which will include mobilization, build-out of site, operations at site and demobilization. The State reserves the right to identify regional aggregation sites to be utilized by Donjon in accordance with procedures and requirements applicable to all vehicle aggregation sites. Donjon will work with the State to secure the sites where vehicles and vessels can be stored until demobilization. Sites should be level, clean, dry and have a firm surface and be accessible by recovery and remediation vehicles and equipment. Each site should be evaluated and prepared with regard to issues of ingress and egress, highway access, neighborhood concerns and soil conditions.

During mobilization, Donjon will supply and transport necessary supplies, equipment, materials, and personnel to the aggregation sites, and make site improvements for storage and remediation operations. If necessary, Donjon will obtain clearance from underground or overhead utilities, from property owners and State and local entities for the aggregation locations.

Operation of Vehicle and Vessel Aggregation Sites

Vehicles recovered under this Contract will be managed in compliance with applicable law, procedures and guidance of the New Jersey Motor Vehicles Commission. Vehicle and vessel aggregation sites shall be secured with fencing and lighting as needed to secure according to applicable state regulations. Donjon will be prepared to operate the sites to receive vehicles and vessels up to twenty-four hours a day and up to seven days a week as required by the State. Vehicles and vessels will be stored in a manner to permit inspection by State authorities as required, or for reclamation by owners and/or their agents. Donjon will also be prepared to provide our own 24-hour security if necessary.

Receipt of Vehicles and Vessels

Each site will be equipped with a hydraulic scissor lift of prefabricated observation tower manned by both an independent monitor and one of Donjon's representatives in order to record the receipt of each vehicle and maintain accurate records. Donjon is responsible for creating and maintaining a computerized tracking system. As the vehicle is accepted at the tower, it will be checked into the aggregation site using the vehicle or vessel, Year, Make, Model, License Plate State and Number, Vehicle Identification Number, extent and type of damage, and its location on the lot by row number, column letter and GPS location, and any other information that may be required by the New Jersey Motor Vehicles Commission. Donjon will also record any identifying information or number(s) contained in markings or stickers affixed to the vehicle by

authorities for purposes of the recovery operation. If the vehicles have been tagged with a bar code, the tag will be scanned and printed. A computerized tracking of the vehicle shall then be prepared and the condition of the vehicle and the processes that it goes through are then tracked. This ticket will then become part of the pay documents for the recovery, preparation, and disposal. If necessary or required, Donjon will mark the windshield of the vehicle with an identifying number for ease of future identification. Such numbers and tags then become unique and continuous identifiers to monitor the vehicle through each step. Donjon will work with the NJMVC to facilitate identification of vehicle owners.

Storage of Vehicles and Vessels

Donjon will store vehicles in a manner that provides for ample access for inspection by State and/or municipal authorities and insurance company representative and/or allow for retrieval and reclamation by vehicle or vessel owner when applicable.

Demobilization of Vehicle and Vessel Aggregation Sites

Once all vessels are removed, Donjon will remove all equipment, supplies and non-hazardous trash from the aggregation site. Donjon will dispose of all trash and debris in a permitted disposal facility or landfill and repair and remediate any damage to the aggregation site caused by the storage and remediation operations and equipment as directed by the State. Within 15 of receipt of Notice to Proceed, Donjon will submit to NJDEP a plan for approval detailing the procedures it proposes for closing the TDMAs, Vehicle Aggregation Areas and Vessel Aggregation Areas.

Operation of Temporary Debris Management Areas

Donjon will use only temporary debris management areas (TDMA) designated and approved by the State. NNJDEP permits are required for all TDMAs. DEP Emergency Permits include siting, construction, operation monitoring, closure and post-closure care requirements. DEP Emergency Permit requirements must be met to ensure proper site operation and compliance may be condition for reimbursement by FEMA. Sites are subject to permit revocation in the event of improper operation. In cases where closure is not completed properly or environment releases occur, post-closure care may be mandated. Donjon may not assume that TDMA and landfills, located outside of the Zone, are available for use by Donjon unless so specified in the Task Order.

Prior to utilizing or establishing TDMA(s) rather than direct-hauling to a disposal or recycling facility, Donjon must provide NJDEP and the State Contract Manager and/or Project Manager with evidence and analysis establishing the need for staging and processing of material at a TDMA rather than direct-hauling from the Offloading Sites to a final disposal or recycling facility. Such analysis will include, without limitation, costs to the State, timeliness of debris removal, environmental impacts, and other factors relevant to the issue. The State has the right to direct Donjon to direct-haul instead of utilizing TDMAs.

The TDMA foreman is provided by Donjon and will direct all operations at the TDMA and will coordinate removal of debris, and reduction byproducts to State approved landfills for subsequent disposal, or to recycling processors selected by Donjon and approved by the State. Access to a TDMA is under the control of the State. To the extent that any current contractor has contractual obligations to close-out TDMAs, the current contractor retains those obligations unless assigned to other persons or entities.

Donjon will supervise and direct the work, using skilled labor and proper equipment for all tasks. Safety of Donjon's personnel and equipment is the responsibility of Donjon. Additionally, Donjon will pay for all materials, personnel, taxes and fees necessary to perform under the terms of this contract. Donjon will utilize hydraulic scissor lifts or prefabricated observation towers if necessary. Donjon will be responsible for control of pedestrian and vehicular traffic in the work area.

The TDMA foreman, provided by Donjon, is responsible for management of all operations of the site to include, traffic control, off-loading operations, segregation of debris, and safety. The TDMA foreman will coordinate directly with the State's site monitor. The TDMA foreman will be responsible for documenting equipment and labor time, quantities of debris received, processed materials hauled away, and providing the daily operational report to the ZOM, for further delivery to the State or State Project Manager. Donjon will provide a TDMA night foreman to manage any night operations approved by the State.

Once the State identifies the TDMA, Donjon will provide a Site Management Plan to the NJDEP, which will address the following functions:

- Access to site
- Site preparation – clearing, stripping, hauling, fill placement, constructing/deconstructing processing pads, lime rock or crushed concrete access roads, sod replacement, and any other similar activity necessary to make the site usable for its intended purposes.
- Traffic control procedures
- Safety
- Segregation of debris
- Location of hazardous material containment area, Contractor work are, and inspection tower
- Location of grinding operations (if required)
- Location of existing structures or sensitive areas requiring protection
- Site close-out (activities to return the site to its original condition)

A copy of the approved Site Management Plan will be kept readily available at the TDMA for review by all inspection personnel.

TDMA operations and material processing will be compensated in accordance with the unit prices provided in the Price Proposal Form. Donjon will provide equipment, operators and laborers for TDMA operations as specified by Task Order. Unit prices provided will include all labor and materials necessary to fully operate and maintain (including fuel, oil, grease, repairs, operator, mobilization, demobilization, overhead, profit and insurance) all equipment under this

contract. All rates will include the cost of protective clothing (to include hardhats and steel-toed boots), fringe benefits, hand tools, supervision, transportation and any other costs.

Donjon will utilize a hydraulic scissor lift or prefabricated tower if requested by the State in order for a monitor to easily look down into the truck bed to fully view the debris load and establish a volume. Lifts or towers will be high enough to enable the monitor to fully view truck loads and shall be of a width and length to accommodate the work to be performed in the tower. The TDMA will be periodically inspected for compliance with FEMA and OSHA safety criteria.

Work shall consist of managing the operations of a TDMA and performing debris reduction by grinding vegetative debris and compaction of non-vegetative debris as directed by the State Project Manager, and/or recycling of marketable material by Donjon as approved by the State.

Donjon will construct a household hazardous material containment area at each TDMA. The perimeter will be lined with hay bale and staked in place. The area will be lined with a heavy gauge plastic to provide a non-permeable barrier. A six-inch layer of sand will be added as an absorbent and to protect the plastic from puncture or tear. Additional plastic will be used to cover the containment area to prevent storm water from entering the containment area. This impermeable cover will be in place at all times and ensure that run off is managed in compliance with applicable law. Site run-off will be redirected from the containment area by site grading. Within 10 days of completion of all debris management work for the State, Donjon will remove all equipment and temporary structures and will dispose of all residual debris from the TDMA at an approved final disposition site. Donjon will be responsible for the reclamation and remediation of the TDMA to its original state prior to use. Within 15 days of receipt of Task Order, Donjon will submit to NJDEP for approval, a plan detailing the procedures it proposes for closing TDMAs, Vehicle Aggregation Areas and Vessel Aggregation Areas.

Recycling Programs

Donjon will recycle materials in construction and demolition (C&D) debris through material salvage, and recycling of clean, woody debris by mulching, composting or other recycling or beneficial use consistent with applicable law.

4.2 MANAGEMENT OVERVIEW

Donjon has based the following approach on the premise that this project is directed at mitigating and restoring the Jersey Shore to a pre-Superstorm Sandy condition, i.e. all storm debris removed from the waterways, sand suitable for beach re-use being re-installed upon the beaches as directed and all debris and contaminated sands being managed in full compliance with all environmental regulations, protocols and procedures. During and throughout the removal and restoration operations, clear, demonstrable documentation and reporting will be created to support full and complete FEMA requirements for the full reimbursement of this project.

Due to the shallow water operations identified in the project, Donjon has reached out and received support from numerous local small dredging firms. Although these firms are not currently registered with the New Jersey Division of Revenue as Small Business Enterprises

(SBE), Donjon will assist each firm in the registration process. In addition, Donjon has also identified New Jersey owned and operated trucking firms for movement of solid waste as well as dredge material. Firms not currently registered will be initiating this process upon selection.

Accurate marine operations rely on specialized positioning software to establish both horizontal, as well as, vertical boundaries. Where once salvage and dredging areas were laid out from land survey markers and buoys, operations today rely upon the latest differential global positioning system(DGPS) integrated with bathymetric survey software providing depth profiles over the entire work area. The following steps or processes reflect the integration of multiple hardware and software systems to perform identification of obstructions and locations of shoals of sand or sediment within the waterways, under water, but with the benefit of electronic vision.

Pre-Dredge/Debris Survey and Layout

Donjon has identified three New Jersey survey companies, all small businesses. The following description of survey equipment is provided as an example of one of the vessels to be employed.

Donjon's surveyor employs a 28 foot Survey Vessel with Diesel Engine and Twin Outdrives. The Survey Vessel is equipped with a Trimble AgGPS 132 Differential GPS which updates position 10 times per second, a continuous recording Innerspace Model 456 Survey Fathometer using a 200 KHz Transducer, a TSS (DMS10) Heave Compensator, and an onboard computer with Hypack Max Software.

The Fathometer records digital as well as TIFF Images for verification of the digital data. The fathometer is calibrated by the "Bar Check" Method at the start of each day's work. The "Bar Check" Method consists of lowering a steel bar into the water column at known depths and the Fathometer is calibrated to these known depths to correct for water temperature, salinity, and other factors which could affect the recorded depths.

The Heave Compensator is used to allow for any wave effects encountered during the survey. The Trimble DGPS, Innerspace 456 Fathometer, and TSS (DMS10) Heave Compensator are all interfaced into the onboard computer which runs the Hypack Max Software. Hypack is the industry standard for Hydrographic Surveying.

Prior to gathering sounding data, planned survey lines are constructed in the Hypack Software. The Survey Vessel then traverses each planned line and gathers depth and position data. Tidal Data is recorded from on-site Benchmarks during the course of the survey. Upon completion of the field work the raw data is downloaded and transferred to our office computer where the Hypack Software is used to process the data. Tidal Corrections and Heave Corrections are applied and each run inspected to remove anomalies in the water column. After final inspection the XYZ Data is extracted and plotted to scale on AutoCAD Drawings. All field and office work is performed by American Congress on Survey and Mapping Certified Hydrographers.

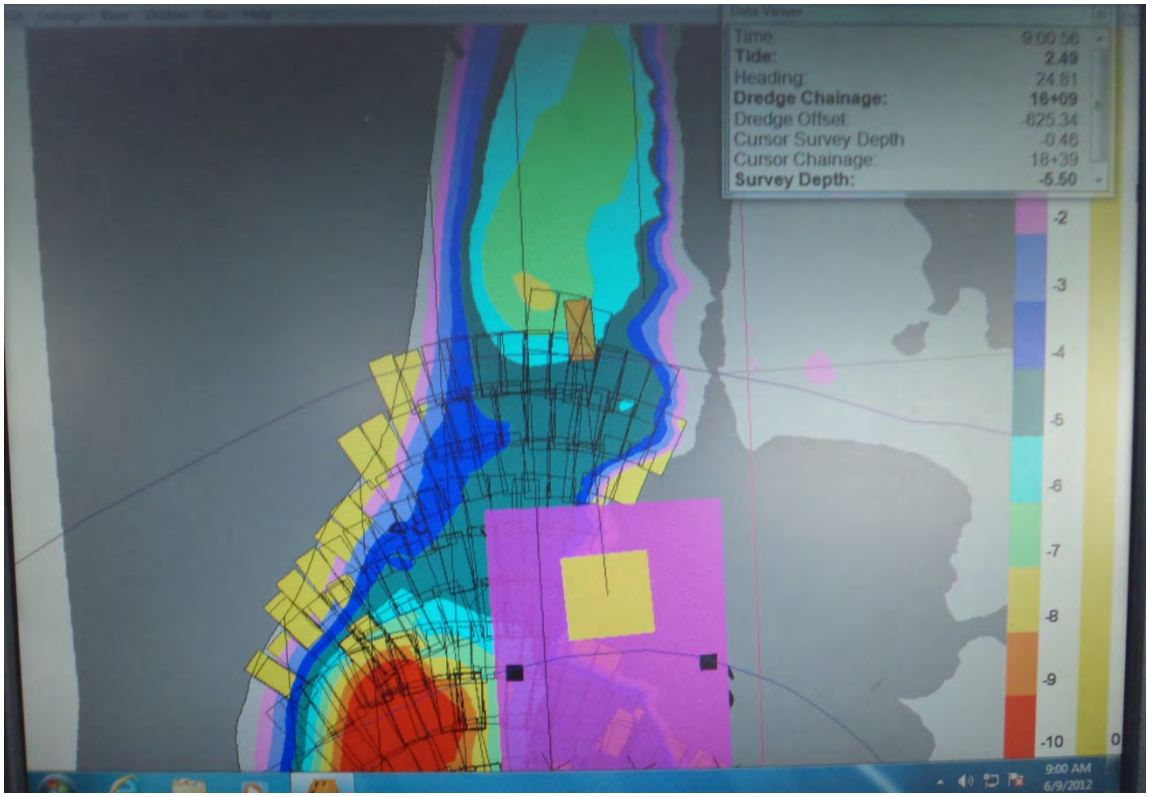
Final processed data can be used in Hypack to compute volumes of material to desired grades and over depth. Hypack Software has the ability to breakdown quantities into various categories i.e.; Material to Grade Main Cut, Main Cut Overdepth, Slope to Grade, and Slope Overdepth, as well as, projections (i.e. debris) protruding above the floor surface. As removal operations proceed, progress surveys are performed to monitor the dredge's activities during debris removal

and later with dredging performance. When complete, the Hypack Software computes the actual volume removed based on the difference between the Pre and Post Dredge Surveys.

The Dredges/Debris Removal units are outfitted with onboard computers running Winops and ClamVision Software. AutoCad Backround Maps can be dispayed on the Dredge along with color coded XYZ Data. We generally use Red to define depths above grade (reflecting debris initially and shoals of material after debris capture), Green to define depths between Grade and the allowed Overdepth, and Blue for Depths below the Overdepth allowance. Dredging Lanes, or working lanes, are setup on the dredge and the dredge performs "Cuts", or coverage areas, along each of the survey lanes. The Software shows the relative position of the dredge and can even show each "Bucket" taken on the computer screen. Daily progress is captured in the Software and manually plotted on the AutoCad Hard Copy Plots.

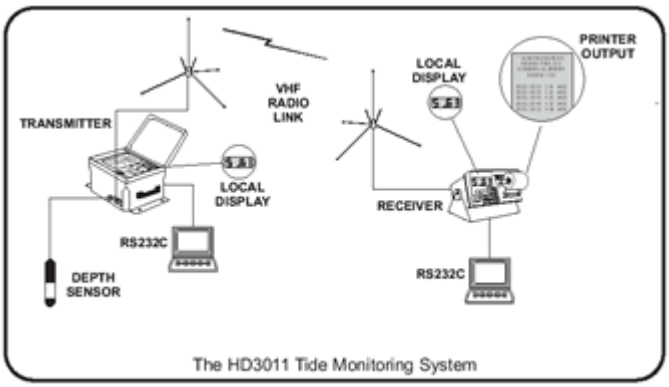
ClamVision

ClamVision dredging software is a fully integrated dredge positioning system. The software allows the operator to have a real time view of the dredge as it works over the project site. Hydrographic survey data is entered into **ClamVision** and is shown in multiple colors giving contours and elevations. DGPS positions the dredge as well as the bucket. Tide is incorporated into the software using a Harrin tide gauge which updates every five minutes. The operators bucket marks show the area that has been covered. All the necessary information is viewable for the operator to complete the dredging as accurately as possible. **ClamVision** also records and saves all the data as dredging progresses to ensure the efficient completion of milestones.



Harrin Tide Monitoring System

Herrin Design's Model HD3011 tide gauge is an ocean tide monitoring system used on dredges and vessels. The system has two components, a transmitter and a receiver. The transmitter uses a highly accurate, sensitive pressure transducer in a titanium/delrin case. The sensor can detect changes of tide as small as +/- 0.01 feet and has a range of -5 to 30 feet. The transmit time can be set from 1 to 99 minutes. The receiver communicates with the transmitter through a radio link. The receiver would be positioned on a dredge or vessel and would display the tide as well as record and store data. The receiver can also send data to a computer using standard RS232C protocols which would allow it to interface with dredging and other positioning or navigation software.



The HD3011 Tide Monitoring System

Prism/Cut Layout

Knowledge of each individual dredge's cut pattern, i.e. width, is plotted on the computer screen layout using a software package named Hypack. This design depicts both the hydrographic values, as well as, the lanes or cuts the dredge will follow. Each dredge's removal pattern is unique to its crane's assembly. The debris removal units and dredges selected for this project have individual cut widths and will be utilized as needed for the various tight locations. Debris removal is anticipated to be approximately five days ahead of the dredging operation.

Daily progress is recorded by both software and manually plotting the progress of each days operations. The dredging face, or bank of material, determines the volume of removal which will be captured prior to moving via walking ahead or pushboat repositioning. Each of the units dredges operates with a spud system.

Normal dredging allows the operation to dig three sets, which is an arc from left to right or right to left three times at different boom settings, the first setting being closest to the dredge, the second one more bucket width out, and the last, three bucket widths out from the dredge. Travel, the distance the dredge will walk on any shift, is noted and is dependent upon the volume of material available within the area.

Scow Loading

Scows will be delivered to the dredge with shallow draft tugs. The scow will be secured alongside the dredge. Some of the dredges utilize a deck winch system to move or fleet the scow along the side of the dredge to facilitate loading. This provides the opportunity to allow the operator to fill the scow by advancing the scow as needed during filling and to maintain a

consistent digging arc without having to increase the turn or rotation of the crane to reach the stern of the scow. The smaller dredges will load debris or sand from a fixed position along side.

Scows will be maintained at a mooring near the project to minimize lost production during scow swaps, i.e. loaded scows for light scows. Use of shallow draft tugs for these swaps is planned.

Survey Closeout

Periodic surveys will be performed throughout the removal and dredging operation to identify any high spots for subsequent removal. At the point the channel is deemed complete a closeout survey will be conducted. This will be a multi-beam survey process.

This process performs a swath multibeam bathymetric survey in the location of the dredging project in accordance with the U.S. Army Corps of Engineers Hydrographic Survey Manual (EM 1110-2-1003). The survey will be performed by an American Congress of Surveying and Mapping (ACSM) Certified Hydrographer to conduct all field data acquisition activities and process all bathymetric survey data.

Equipment will consist of:

1. Odom ES3 Multibeam Echosounder 260 kHz
2. HemisphereGPS R320 centimeter-level accurate Real-Time Kinematic (RTK) GPS Receiver
3. Teledyne-TSS DMS-05 Motion Reference Unit (Heave/Pitch/Roll Sensor)
4. HemisphereGPS VS100 GPS-Gyro Heading Sensor

The Odom ES3 is an interferometric, multiple receiver transducer with an effective swath of 120-degree, offering a unique, high-accuracy shallow-water multibeam echosounder that will also afford ample opportunity to maximize swath width in the survey footprint. The HemisphereGPS R320 GPS receiver is a GNSS receiver that will accept positioning input from satellites in the traditional GPS satellite constellation as well as the GLONASS constellation; this receiver has been selected because the combination of GPS and GLONASS satellite coverage will improve the general performance of the positioning solution, especially during survey operations near bridges, gantry cranes, or towers where GPS satellite coverage is known to experience drop-outs. The Teledyne TSS DMS-05 is a motion reference unit that supplies highly accurate heave, pitch, and roll measurements at high update rates in order to constantly measure the orientation of the multibeam echosounder and correct for the effects of vessel motion. Finally, the HemisphereGPS VS100 GPS-Gyro provides a true-north heading solution to correct for the yaw of the multibeam echosounder during all survey operations.

Positioning of the various sensors on a single over-the-side bracket is done in order to minimize lever-arm offset errors, and patch-test calibration shall be conducted on-site prior to the survey to identify linear and angular offsets between the sensors. Acoustic velocities in water shall be calibrated with a Valeport MiniSVS digital sound velocity profiler. Sound velocity calibrations shall be performed twice daily, and position QC checks shall be performed twice daily during survey operations.

Survey lines shall be conducted along the work area along parallel survey lines so that the

multibeam swath measures the mudline elevations within the entire survey area, generating a mesh of soundings on a grid with 1-feet of spacing. Survey lines will also be collected so that data overlap between adjacent lines is at least 200%.

Geographic positioning shall be relative to the North American Datum of 1983, New York - Long Island State Plane (feet) or New Jersey State Plane (Feet), and the vertical datum shall be the North American Vertical Datum of 1988 (NAVD 1988). NAVD 1988 water level corrections will be converted to U.S. Army Corps of Engineers Mean Low Water (MLW) or NOAA Mean Lower Low Water (MLLW) based on project requirements.

Water level corrections shall be made by utilizing Real-Time Kinematic (RTK) GPS corrections from the either the Keystone KeyNetGPS Virtual Reference Station (VRS) network or the New York State Department of Transportation Spatial Reference Network, and compared with manual tidal elevations observed relative site specific vertical benchmarks. Real time corrections from the VRS or the NYS DOT Spatial Reference are preferred.

Following acquisition of the hydrographic survey data, the surveyor shall assemble all data and process it for data quality, horizontal and vertical datums, and ultimate presentation on drafting products that integrate the project drawings and hydrographic survey results. Data will be represented as discrete soundings, interpolated contours, and color-shaded relief imagery. Data formats will be ASCII Text XYZ Soundings, AutoCad DXF (Soundings and Contours), and GeoTiff Geographically referenced Tiff Imagery. Deliverables will include one D-size (24" by 36") large format drawing (in PDF format). Deliverables will also include Google Earth KMZ files for viewing the data within Google Earth. Data from the hydrographic survey will also be compared against dredging templates to calculate dredged material quantities utilizing surface calculation methods and average end area methods.

Sampling

Prior to the initiation of sand removal operations, following site survey and volume calculations, a sampling plan will be devised to collect one core sample per each 1,000 cubic yards to be removed. The depth of the sample shall be to the proposed removal depth, six feet plus a two foot overdepth. For analytical purposes, a maximum of three (3) core locations may then be composited for analysis of the material to characterize every 3,000 cubic yards of removal. Each composite or individual core location (if total volume removed is less than 2,000 cubic yards) shall be analyzed for the following target analytes:

- Semi-volatile organics (Method 8270C)
- Metals (Method 6010B), Mercury (Method 7471)
- Pesticides (Method 8081A)

Donjon has selected Aqua Surveys, Inc. a highly experienced and qualified firm to provide these services for the project. The sampling and data quality assurance/quality control guidance and reporting requirements will be performed in accordance with Appendix B of the Department's Dredging Technical Manual.

Each sample location will be recorded with Northings and Eastings to allow identification of each area's constituent content and establish prior to removal, the appropriate management options available for the sand. A detailed plan will be created reflecting any areas of contaminated material to avoid comingling clean re-usable beach sand with non-beach quality material.

Sand and or sediment accumulated in barges will be segregated for further testing in a barge or stockpile for testing prior to use on the project.

Crew

Each dredge or debris removal unit will be crewed for 12 hour operation seven days per week. The crew is comprised of one superintendent, one operator, one engineer, one mate and two deckhands. The crew size will be smaller for the smaller dredges or debris removal units.

Throughout marine operations, communication is crucial. Every vessel will communicate their movement on a designated frequency. The overall safety of the operation is dependent on keeping everyone's position and intention clear at all times. The project VHF channel will be monitored at all times by all vessels, as well as shoreside personnel at Offloading.

Fueling

The tugs will act as fuel delivery vessels for their respective dredge. Each tug is certified per USCG standards for fuel transfer operations. This activity is not performed while the dredge is digging and is scheduled as needed to occur between scow deliveries. Specialty connection couplings and spill containment procedures are implemented prior to and during transfer operations.

Safety

Each crew member has the following mandatory safety equipment: USCG approved personal floatation device, USCG approved personal transponder, hard hat, safety glasses, and steel toed boots. Prior to initiating operations, a mandatory man over board and evacuation drill is performed. These operations designate the rally points, the communication systems and individual crew member's responsibilities during each exercise. Donjon utilizes a very comprehensive accident prevention plan and activity hazard analysis for its dredging operations. This is a separate stand alone document which is updated throughout our operations and the current volume has received not only acceptance, but praise from the USACE in the thoroughness of the document. This will be provided under separate cover upon selection.

The areas which are addressed include: accident reporting, activity hazard analysis, certified crane operators, daily safety checklists, designation letters, dredge and vessel certificates and documents, hurricane and severe weather plan, licensed boat operators, OSHA 30 training, safety officers resumes, sample forms and maps, severe weather contingency plan for offshore scow towing, shipyard competent person, statement of safety and health policy, superintendent resumes, and training. Two supplementary plans also exist which are the quality control plans and the environmental protection plan.

Vessels

A listing of Donjon vessels with complete descriptions has been provided in section 4.9.

Shore Side Operations

Donjon anticipates performing environmental assessments at each identified Offloading site and TDMA (if required). Following the sampling and site condition survey, Donjon will initiate all permit filing and procurement and site operation plan submittals. Upon receipt of permits authorizing the designed offloading area, including containment areas, i.e. household hazardous waste storage areas, site preparation and construction will commence. Access roadways will be established, traffic routes defined, site support services, i.e. office/break trailer and temporary sanitary facilities installed and truck tracking pads installed if required to establish an NJDEP approved operational Offloading site. These activities may be performed concurrently during marine equipment mobilization. Site preparation will vary with location, but require only a few days following approval. Pricing has not been requested or included for these services due to lack of information regarding location and complexity of setup.

Donjon anticipates utilizing a Sennebogen or equivalent machine for offloading using a grapple to transfer debris from the barge to the containers or trucks on landside. The swing path of the offloading unit will have spill containment to prevent falling debris from returning to the water.

Selected debris barges will have equipment on board to initiate processing the material into material types. These will be small excavators with grapples and bobcat type units to push material into separate piles if needed. Poly drums will be secured in the corner of the barge for any household hazardous waste encountered. This waste will be appropriately separated to avoid any potential reactions.

Communication with the Offloading Site and the Debris Barge personnel will facilitate smooth offloading operations and appropriate staging of transport vehicles depending upon the size and type of debris on the individual barge, i.e. roll-off boxes versus tri-axle dump trucks, etc. Donjon believes that minimal shore-side re-handling will be required with this method of approach for general debris. In the event that grinding is stipulated, space at the offloading area would need to be significantly expanded, but may be accommodated. Grinding and shredding operations would potentially force the creation of a TDMA due to space requirements.

White goods and any Freon or CFC containing appliances would also be segregated while on the debris barge and offloaded directly to an appropriate container for management at the site or at the receiving facility. As indicated earlier, Donjon's own personnel may provide these services at the Offloading site or at Donjon's metal recycling facility if selected.

At all times the site's storm water control system would be maintained and monitored. A copy of the Site Management Plan would be on site and readily available for all inspection personnel.

Donjon would establish a site office/break room area at each Offloading Site. This office would serve as the administration center for debris tracking, daily reporting, and site management. Space would be provided for inspection and monitoring personnel for administrative purposes as field data is anticipated to be significant.

An onsite observation tower or lift would be available for the site monitor to note load capacity of each box or truck. Every truck will have the name, load volume capacity, appropriate A-901 sticker available for easy inspection and use.

Sand operations will involve the use of tri-axle dump trucks and have the same information as indicated above with the exception of no A-901 sticker, as dredge material is not a solid waste.

Sand transfers will be accomplished with a clamshell bucket on the Sennebogen or equivalent machine. Delivery directly to the receiving truck is easily accomplished with a 5 cu.yd bucket.

Upon project completion, the site would be demobilized and restored per project specification. A final sampling and assessment report would be prepared and submitted as documentation of closure and final completion or post-closure management if required.

Vehicle and Vessel Aggregation Sites

Due to the limited number of vehicles and vessels identified, Donjon proposes the use of one of its deck barges as an aggregation location. Access could be readily available via crew boat and security assured due to the access control of being on the water.

Donjon is aware of the potential site preparation issues which have been identified in the RFP. However, an alternative would be to transfer these few vehicles to the local police impound yards via flat bed tow truck. Document completion, tracking information and any tagging information would still be provided by Donjon personnel, as well as, accompanying an parties to inspect their stored vehicle and collection of accumulated costs from the associated party for State reimbursement.

Vessel storage areas could also be similarly accommodated as indicated above.

The price proposal reflects the operating costs of these aggregation sites as required in the RFP, but does not include, sampling and testing prior to constructing a holding facility, constructing the holding facility, and installing security. At project conclusion, the facility would be deconstructed and the site restored, including sampling and testing for verification of closure or post-closure monitoring if required. Pricing has not been included for the deconstruction and restoration costs and does not include leasing a site at this point.

Temporary Debris Management Areas

Although these areas could provide additional capacity, Donjon hopes to avoid the requirement for creating a secondary site operation area with its inherent costs. The pricing proposal provides operating costs per the RFP specifications, but does not include all the processes of initial construction and eventual de-construction followed by assessment and restoration upon closure.

4.3 CONTRACT MANAGEMENT

The management, control and supervision of contract requirements commences with establishment of a Donjon job number for cost accumulation and progress reporting. A separate Donjon job number shall be established for each Region. This blanket Donjon job number shall be subdivided to represent a cost and progress reporting center for each individual Zone.

Three Regional Managers have been identified to have full responsibility for all activities in a particular Region. Simultaneously, Donjon's executive management group shall assign overall Zone management to individual Zone managers. Supervisory responsibility for all progress and cost reporting for each task in each zone shall rest with the Zone Manager. Zone Managers will report on a daily basis to the applicable Donjon Regional Manager, and each Regional Manager shall report to the State Project Manager and Donjon Executive Management.

Upon award of the contract, Donjon Executive Management, Donjon Regional Managers and Donjon Safety Officers shall meet with the State Program Manager to plan for development of a master plan for waterways debris removal in the State; resource mobilizations; establishment of TDMA's, aggregation, offloading and staging areas; and review of all environmental, health and safety issues.

For each specific Region and Zone, after a task is assigned by the State Project Manager a plan including resource selection and a site-specific plan-of-action shall be submitted within less than 24 hours. Concurrently, resource mobilization will begin immediately. The Donjon Zone Manager shall be responsible for collection of field data to support the plan. The Donjon Zone Manager shall continuously update the Donjon Regional Manager via email throughout the mobilization such progress is documented. Such updates shall use a Region-Zone-Task-Date-Time reporting system. Daily summaries for each Zone/Task shall be submitted on a daily basis at the close of business.

Daily reports for each Zone/Task shall be prepared by the Zone Manager and shall include: assets utilized whether Donjon-owned or subcontracted; volumes recovered/transported/ disposed/recycled; debris descriptions; location specifics; surveys completed and problems encountered. Such reports shall be submitted by the Zone Manager to the Donjon Regional Manager for vetting prior to submittal to the State Project Manager. Photo documentation shall accompany reports as applicable. The Zone Manager shall be responsible for ensuring that subcontractors are providing complete and comprehensive data from the field to enable the filing of standard daily reports.

On a Regional basis, weekly summaries for all Zones shall be prepared by the Donjon Regional Manager for submission to Donjon executive management. Donjon Executive Management shall meet at least once per week with the State Project Manager to review completed work and plan for the next tasks on a Regional and Zone-specific basis.

The above Management Plan was used successfully by Donjon in the response to the Hurricane Katrina effort. A massive database containing all information of task specifics, planning, physical progress and cost accumulation was developed jointly by Donjon and all involved U.S. Government Agencies including FEMA, USCG, USACOE, and USN to meet the statutory requirements for declaration of abandonments, task specific planning, resource allocation, physical progress, cost accounting, and task closeouts. Under this management plan, all delivery orders whether large and complex or small and simple were managed to ensure that the following goals were obtained: 1) time efficient response, 2) high-quality personnel and equipment resource utilization, 3) safe operations, 4) efficient and timely reporting of progress and costs, 5) utilization of high-quality and cost-efficient subcontractors, 6)overall efficient management of the project including the satisfaction of all contract data requirements.

Response to Hazardous Material Spills and other Emergency Contingency Operations – To comply with Federal Statues for tug, dredge and derrick-barge operations; Donjon has ensured the availability of, though consent agreement, the necessary private response resources to respond, to the maximum extent practicable, to a worst case discharge from our vessels, and any hazardous material and/or oil spills response. Donjon's private response Oil Spill Response Organization (OSRO) resource is our affiliate; Clean Venture Inc. All personnel involved in handling oil or hazardous material will have the appropriate level of OSHA HAZWOPER training.

A response to personnel injury emergencies shall be planned for each Zone worked. The nearest emergency services and hospital shall be identified prior to starting work at any site. For emergency contingency planning, the line of authority for safety at each worksite is the same as the organization chart for the operations. The Site Supervisor, acting as the Site Safety & Health Officer (SSHO), has the following responsibilities, as enforced by the Site Safety & Health Supervisor (SSHP):

- Develop, review and execute the Site Safety Plan for the operational area.
- Ensure personnel safety and health receive top priority in all phases of operations.
- Coordinate safety and health issues and requirements pertaining to both pollution response and recovery operations.
- Serve as the final safety and health authority for the site.
- Monitor effectiveness and implementation of safety plan through managers for Pollution Response and Demolition
- Review and approve accident reports.
- Conduct periodic safety inspections and report findings and results to operational managers and supervisors.
- Review and approve requirements for personal protection equipment (PPE) and use of PPE, and monitor PPE use.
- Review and maintain MSDSs if necessary.
- Review and approve supervisory safety meeting minutes/reports.
- Conduct investigations of accidents, prepare reports and review results and reports with operational managers.
- Order work to stop if there is an immediately dangerous to life and health (IDLH) situation and consult with supervisor and managers to determine and carry out corrective actions before allowing work to resume.
- Report safety deficiencies and provide recommendations to correct deficiencies to supervisors and managers; monitor implementation of recommendations.
- Review work plans to identify safety deficiencies and requirements and coordinate with supervisor and manager to resolve deficiencies and meet requirements.
- Brief visitors and subcontractors on Site Safety Plan.
- Maintain daily record of all accidents and injuries on prescribed forms on site (OSHA Form No. 100).

2) Zone Managers Responsibilities for Dredging and Debris Operations

- Assist in the development, review and execution of the Site Safety Plan for operational area.

- Assist in the coordination of safety and health issues and requirements impacting other operational areas.
- Assist in monitoring the effectiveness and implementation of the Site Safety Plan through the SSHP and field supervisors.
- Review and approve all accident reports for operational area.
- Review and approve work plans.

3) Donjon and Subcontractor Site Supervisor Responsibilities

- Review, monitor and implement Site Safety Plan.
- Enforce the wear and proper use of all required PPE, and established safety and health procedures.
- Monitor employee condition during work.
- Inspect work site for safety deficiencies, safety violations, and unsafe situations.
- Make on-the-spot corrections of safety hazards whenever possible, or if not possible, contact SSHP.
- Stop work if there is an IDLH situation, notify the SSHP, evacuate if necessary.
- Review SSHP reports and take actions to implement recommendations.
- Conduct weekly safety meetings and forward minutes/reports on meetings to SSHP.
- Review employee reports of safety hazards and coordinate with SSHP to resolve.
- Assist the SSHP in the investigation of accidents.
- Submit work plan, containing work precautions and safety procedures to operational manager and SSHP.
- Revise and resubmit work plans when there are changes in procedures.
- Report all injuries and illnesses to the SSHP within 24 hours.

4) Donjon and Subcontractor Employee Responsibilities

- Review and comply with the Site Safety Plan.
- Comply with established safety procedures and work plans.
- Use PPE as trained/instructed; do not modify PPE without consulting with the assigned supervisor and SSHP.
- Report all dangerous situations or safety hazards to supervisor.
- Stop work if an IDLH situation exists and stopping work will not endanger other workers/operations; in all events, report situation immediately to supervisor.
- Monitor the condition of other employees, especially work partner at hazardous work sites.
- Report all injuries and illnesses to supervisor.

SITE CONTROL

1) Anyone entering or departing a work area shall report to the site supervisor or designated representative.
2) No person shall enter a site without subscribing to the Site Safety Plan.
3) The buddy system is mandatory for everyone on the site.
4) All personnel on the site shall be trained adequately to perform their assigned tasks safely.

5) All employees should be made aware of the Accident Prevention Program. They will attend weekly safety meetings and should be encouraged to report any dangerous conditions to their supervisors. All personnel shall receive an initial orientation/briefing on the Site Safety Plan which will be documented by means of a signature sheet.
6) Field supervisors will conduct safety meetings each week for all workers. An outline of the meeting giving date, time, attendance and subjects discussed shall be retained on site and a copy given to the SSHP. As a minimum, the subjects covered shall include:
7) A review of safety hazards and dangerous situations encountered, corrective actions taken, effectiveness of these actions, and any additional recommendations.
8) Status of unmet safety recommendations.
9) New hazards or safety requirements and procedures.
10) Employee comments/feedback.
11) All personnel entering the site shall be fully informed about the applicable hazards and procedures on site
12) All visitors to the site, including subcontractors, will receive an orientation/briefing on the Site Safety Plan as applicable to the purpose of the visit or subcontractor work. Subcontractors will be responsible for the safety of their employees, and will have a subcontractor safety plan that meets the applicable requirements of this Site Safety Plan. The subcontractor safety plan will be reviewed and approved by the SSHP and operational managers before the subcontractor begins work.
13) Heavy equipment operators will receive instructions and shall demonstrate proficiency in the operation of the equipment. Training and qualification will be documented.
14) All divers will be trained on basic emergency pollution response operations with emphasis on the safety requirements and procedures. Training will be documented.
15) At no time while on duty may employees use or be under the influence of alcohol, narcotics, intoxicants, or similar mind-altering substances. Employees found to be under the influence of or consuming such substances will be immediately removed from the job site.

ACCIDENT REPORTING AND RECORDKEEPING

1) Employers and immediate supervisors are responsible for reporting all injuries and illnesses to the SSHP and operational manager within 24 hours.

2) Injured or ill persons are responsible for reporting injuries and illnesses as soon as possible.

3) A daily record of all accidents and first-aid treatments shall be maintained on prescribed forms on site by the supervisor for review by the SSHP.

4) The Superintendent will prepare a "First Report of Accident" on all employee injuries and send it to the home office where it will be reviewed and forwarded to the insurance carrier, other appropriate agencies and the contracting officer in a timely manner.

5) Third Party Accidents should be reported to the supervisor immediately. Any aid necessary should be rendered and any operation which might be causing the dangerous condition would cease until it is determined how and why the accident occurred. The accident should be reported to the Hillside office in writing along with sketches, if possible. The Hillside office will then notify the proper agencies.

6) All personal injuries and property damage in excess of $250.00 will be immediately reported to the supervisor.

7) All of the job accidents should be recorded on OSHA Form No. 100 which is maintained/posted at the job site.

8) Any follow-up material received at the job site will, be sent to the Hillside office for proper handling.

EMERGENCY PROCEDURES

1) Telephone numbers of other means of quick communication to the police, Coast Guard and emergency medical treatment shall be posted at the site.

2) A copy of the Accident Prevention and Response Plan will be available at the job site for ready reference by all employees. The plan will be maintained by the CSO and SSHP.

3) The Captain of the tug, workboat, launch, dredge or derrick-barge will be responsible for communications at the site. The emergency radio channel is TBD. This channel is reserved for all emergency communications at the site. The site dispatcher will be responsible for requesting all outside emergency support, including air evacuations.

4) Other emergency signals:

- Fire/Explosion - 3 short blasts on air horn
- Stop work at site and evacuate - Continuous blast on air horn
- All clear - Verbal clearance from supervisor
- Test - 1 short blast on air horn

5) If required, supervisors will also post and instruct employees on their work site-specific evacuation plan.

6) Fire Prevention

- Fire and open flames shall not be left unattended.
- All sources of ignition shall be prohibited within 50 feet of operations which constitute a fire hazard. The area shall be posted conspicuously: NO SMOKING OR OPEN FLAME.
- Smoking shall be prohibited in all areas where flammable, combustible, or oxidizing materials are stored: NO SMOKING OR OPEN FLAME signs will be posted in all prohibited areas.
- Welders, cutters, and their supervisor shall be trained in the safe operation of their equipment, safe welding/cutting practices, and welding/cutting respiratory and fire protection.
- All welding shall be inspected daily: defective equipment shall be removed from service, replaced or repaired, and re-inspected before again being placed in service.
- All circuits shall be protected against overload.

7) Medical Facilities - Field personnel shall be knowledgeable of the following facilities and their locations: a) Nearest hospital - TBD.

8) A first-aid kit will be made available on site at all times. The contents will be checked and restocked regularly.

9) In case of an injury to an employee, if necessary, first-aid treatment should be given. In the case of more serious accidents, arrangements shall be made to transport or have the employee transported to receive professional medical attention.

10) A map of the local area showing the location and routes to the above medical facilities are posted on each vessel.

SIGNALS, WARNING SIGNS AND SIGNALING

1. Only persons who are dependable and qualified by experience with the operations being directed shall be used as signal persons.
2. Warning sips shall be placed to provide adequate warning of hazards to workers and the Public. They shall be removed when the hazards no longer exists.
3. Signs, tags, and labels shall be provided to give adequate warning and caution of hazards and instruction and directions to workers and the public.

DIVE OPERATIONS

1. All dive operations will be conducted in accordance with all appropriate USCG, OSHA and industry standards.
2. During all dive operations, there will be one person on-site designated as "Dive Master".
3. It will be the sole responsibility of the Dive Master to monitor and keep records on all diving operations to insure safety.
4. All dive equipment will be checked for safe operation prior to commencement of any dive. There will also be a post dive check of all dive equipment.

FLOATING PLANT AND MARINE WORK

1. Periodic inspections and tests shall assure safe operating conditions.
2. Where floating plant may be endangered by hurricane or storms, plans shall be made for removing or securing plant and evacuating personnel in emergencies.
3. At least one Coast Guard approved dry chemical fire extinguisher shall be carried on all launches and motorboats.

4.4 CONTRACT SCHEDULE

The contact schedule is provided on the following page #38. Although Section 4.4 requirements evidence completion of tasks and subtasks, since the same have not been identified, we have not deemed it appropriate to include the same herein. If this thought represents a misunderstanding, Donjon is pleased to supplement the submitted contract schedule.

The schedule meets the requirement of 75% debris removal and dredging by June 1, 2013.

4.5 POTENTIAL PROBLEMS

As indicated in our cover letter, the press of time has obviously impacted the clear identification of all issues which may come up during the process. Therefore, the major problem in this bid is the lack of detailed information regarding many of the specific components which could have been identified but for the emergency nature which produced understandable but difficult time constraints. The debris removal as well as the survey and dredging components included in this project are each quite straight forward but for the time pressure noted above. Donjon feels comfortable with working together with the NJDEP and related agencies, many of whom we have worked side-by-side with for a good number of years. Should Donjon be selected as a Best-And-Final candidate, we are certain that the combined expertise of the State of New Jersey and related agencies working together with Donjon can quickly eliminate any unknown difficulties of discrepancies.

4.6 ORGANIZATIONAL SUPPORT

Donjon is headed by its President and CEO, John Arnold Witte Sr. The Donjon Dredging Division is led by Thomas Witte. The Donjon Salvage, Heavy Lift, Shipyard and Towing Divisions are led by John A. Witte Jr. Within the Donjon corporate facility in Hillside, NJ; each of the above-mentioned Divisions are 100% managed. In total, our operations staff based out of Port Newark, NJ and the administrative/management staff in Hillside total over 250 full-time employees. **SEE ORGANIZATIONAL CHART ON FOLLOWING PAGE #40.**

Donjon and its employees have a long history of Marine Debris Removal. Continuing contracts for salvage and wreck removal for a geographic area representing one-third of the world's surface have been awarded to Donjon by the U.S. Navy since 1980. During this time, we have responded to events as simple as recovering a sunken item in shallow water from aside a pier to our nation's most complex debris and vessel removal/recovery for management of the response to Hurricane Katrina.

Vessel Operations and Maintenance. With a fleet comprising several hundred major pieces of floating equipment, and thousands of items of response equipment staged throughout the United States and overseas, the years Donjon team has gained significant experience with both the operation and maintenance of vessels and salvage equipment. We routinely operate in the deep ocean, coastal, and inland environments. Since the acquisition in 2007, the Donjon Shipbuilding and Repair division operates a full-service shipyard servicing not only the Great Lakes fleets but also supporting Donjon's need for expeditious fabrication of project-specific structures.

Donjon has the ability to finance, bond and insure projects in excess of $100,000,000. Donjon will provide specific banking, profit & loss and balance sheet information upon request.

DONJON manages diversified marine projects on a day-to-day basis involving a full-time employment of over 250 people, including administrators, salvage and harbor clearance personnel, heavy-lift derrick crews, licensed crews for tugs, dredge-men and operating engineers. At present we are managing heavy lift projects for break-bulk cargo handling every work-week, where such jobs are valued at $15,000-$150,000. Simultaneously, we have managed $100

million USACOE dredging contracts to deepen New York and New Jersey waterways. These project involve certified independent inspection; multiple tugs, dredges and barges and work on a 24 hour per day / 365 day per year basis. Simultaneously, we manage vessel wrecking operations in our Staten Island, NY facility.

Pollution Control and Hazardous Material Handling - For spill response and hazardous material handling/transfer/storage/disposal, we call on our affiliate; Clean Venture Inc./Cycle Chem (CVI/CC), based in Elizabeth, NJ. The matching of the Donjon floating-asset and personnel base with the CVI/CC asset and personnel base provides a cradle-to-grave capability managed by one contractor with the NJ-based, senior management capable of controlling day-to-day operations without a large bureaucracy. We provide below a corporate experience description for CVI/CC.

CVI is an environmental contractor dedicated to the proper handling, transporting and disposal of oil/hazardous material for both emergency and planned events. Responses are made to both waterside and landside incidents, predominantly in the Mid-Atlantic States. Since forming in 1977, CVI has established itself as a leading environmental contractor with personnel and equipment resources available to handle virtually all-environmental cleanup needs.

With over 35 years experience in cleaning up oil/hazardous material spills and providing planned site remediation services, CVI has become a leader in the industry in both response time and cleanup techniques. Employing over 300 people on a full time basis and twenty million dollars worth of equipment and cleanup materials available at all times, the company has responded to over 10,000 oil and hazardous material spills and performed over 10,000 planned projects ranging in size from $1,000 to $20,000,000. It does so on a 24 hours a day, 365 days per year.

In 1984, the business niche was broadened yet again; this time to include non-emergency response of planned remedial actions. To augment this new growth, Cycle Chem, Inc. (CCI) a Transfer, Storage and Disposal Facility (TSDF) located in Elizabeth, New Jersey was purchased in October 1984, which provided CVI with treatment and storage capabilities through a sister company agreement.

The management of CVI and CCI are consolidated in New Jersey. CCI is a New Jersey and New York State Certified Laboratory. Currently the company offers treatment, transportation and disposal services within the New England and Mid Atlantic states.

In 1997, CVI further expanded by acquiring an oil-reclamation and processing facility in Camden, New Jersey. CVI uses filtration, thermal and mechanical, treatment to remove contaminating solids and water from useable fuel oil. The Camden facility is equipped with an ozone generator for oxidation treatment. This process allows the facility to accept and treat non-hazardous wastewaters with high organics and high BOD and COD content.

In August of 1999, CVI/CC expanded geographically by purchasing a second fully permitted, Part "B" Treatment, Storage and Disposal facility. This facility is located in Lewisberry, PA and is now known as Cycle Chem of Lewisberry, Inc. The 10-acre facility is capable of storing approximately 900,000 gallons of hazardous and non-hazardous waste and offers our customers increased waste disposal alternatives and greater service area coverage.

Today, CVI/CC operates out of Elizabeth, and Camden New Jersey; Baltimore, Maryland; Lewisberry, Pennsylvania; Stamford, Connecticut and Framingham, Massachusetts.

CVI/CC supports Donjon on a weekly basis with:

- removal, testing, transport and disposal of bilge slops from our tugs and derrick-barges;
- removal, testing, transport and disposal of hazmats from our marine vessel wrecking operations in Staten Island, and,
- removal, testing, transport and disposal of hazmats from our scrapping operations involving PCB- and asbestos-laden transformers and generators

References

U.S. Navy, NAVSEA-SUPSALV – Michael Herb (202) 781-2736

U.S. Army Corps of Engineers - Tom Creamer (718) 619-2691

U.S. Army Corps of Engineers - Gerald Giacchetti (917) 790-6246

U.S. Army Corps of Engineers East Coast Safety Manager - Abraham Portalatin (917) 790-8112

New Jersey DEP – Suzanne Dietrick (609) 292-1250

U.S. Coast Guard - LT Art Dehnz (401) 829-5046

U.S. Coast Guard – Brian Fisher (718) 354-4019

NJ Meadowlands Commission - Thomas R. Marturano (201) 460-4613

Port Authority of NY/NJ – Dennis Lombardi (212) 435-4221

Port Authority of NY/NJ – Robert Jenkins (201) 852-5222

4.7 RESUMES

See Appendix A for all resumes for key Donjon and affiliated company personnel that are available for work under a contract resulting from this RFQ.

4.8 EXPERIENCE OF BIDDER ON CONTRACTS OF SIMILAR SIZE AND SCOPE

Donjon has over 40 years of experience in harbor clearance, drift removal and dredging.

Hurricane Sandy Response / Oct – Nov 2012
Naval Sea Systems Command (NAVSEA), Supervisor of Salvage (SUPSALV) under funding provided by the U.S. Army Corps of Engineers (USACOE), the U.S. Coast Guard (USCG) and FEMA contracted with Donjon to provide emergency pumping services to dewater eleven (11)

sites; including East River MTA subway tunnels, the Brooklyn-Battery tunnel, the Path Tunnel under the Hudson River, the World Trade Center pit, the Amtrak Power Station site at Newark, NJ after hurricane SANDY. The work also included removal and disposal of sailboat wreckage at Naval Station Earle, NJ. **Government Cost Estimate (Estimated Duration): $8,255,500 (21 days). Final Project Cost (Actual Duration): $4,200,000 (15 days).** Donjon provided personnel, owned-vessels, owned-land-equipment and owned-high-capacity-pumping-system over the course of 15 days of round-the-clock work. We also managed eight subcontractors who provided similar equipment and services.

Hurricane Sandy Response / Nov 2012
The Department Of Homeland Security, United States Coast Guard, Shore Infrastructure Logistics Command contracted with Donjon to provide equipment, personnel and services to recover waterborne debris at the USCG Station, Eaton's Neck, Long Island, NY. **Project magnitude: $230,000.** This project consisted of removing a debris field at the Station's boat basin. The debris field was approximately 300 ft wide by 400 ft long and consisted of timber, driftwood, and other debris that floated to the site incidental to Hurricane Sandy. Donjon disposed of all debris in accordance with all federal, state, and local regulations.

Hurricane Sandy Response / Dec 2012
The U.S. Coast Guard contracted with Donjon for removal of the *John B Caddell;* a 185 ft oil tanker from the shore of Staten Island. The task was issued under a Basic-Ordering-Agreement (BOA) contract that Donjon has in place with the USCG. Donjon completed the salvage and spill mitigation assignment in a timely matter for a lump sum basis of $400,000. Donjon and Clean Venture resources were utilized to complete the salvage. Donjon continues to husband the wreck at its Staten Island facility at this time.

Hurricane IKE Response / Sept – Oct 2008
Naval Sea Systems Command (NAVSEA), Supervisor of Salvage (SUPSALV) under funding provided by the U.S. Army Corps of Engineers (USACOE) contracted with Donjon to provide debris recovery and wreck removal after Hurricane IKE. **Project magnitude: $2,350,000.** Donjon managed harbor and channel clearance as tasked by SUPSALV and the USACOE. Donjon procured and managed multiple subcontractors for equipment, services and labor; and provided coordination of all response efforts including; personnel, diving, debris-barges, crane-barges, tugs, survey, debris disposal, lodging, vehicles and other services to complete the identification, survey, removal and disposal of over 8,000 tons of debris in addition to the salvage or wreck removal of more than 20 vessels and shipping containers from the Texas Intracoastal waterway from Galveston Island, throughout the Bolivar Peninsula, areas of the Houston shipping channel, as well as Freeport, Texas. The response effort was complicated as the State of Texas was in a full state of emergency with a primitive infrastructure as a direct result of devastation.

Hurricane Katrina Response / Sept 2005 – Feb 2006
Naval Sea Systems Command (NAVSEA), Supervisor of Salvage (SUPSALV) under funding provided by the U.S. Army Corps of Engineers (USACOE), the U.S. Coast Guard (USCG) and FEMA contracted with Donjon to provide wreck removal, salvage, debris recovery and pollution control services after Hurricane KATRINA. **Government Estimate: $55,000,000. Final Project magnitude: $42,650,000.** Donjon provided personnel and equipment (mobilized

from NJ) and managed multiple subcontractors to complete the largest debris and vessel recovery project ever awarded by the Federal Government. Donjon management and worksite crews commenced work one day after the storm had passed and continued to provide such services on a seven-day per week basis for approx. 6 months. The geographic area stretched from Mobile, AL to the Louisiana-Texas border. Worksites had no infrastructure to support the services so Donjon and its subcontractors had to be 100% self-sufficient. Over 400 industrial-size vessels including barges, tugs, commercial fishing vessels, drums and containment structures with unknown contents, landside debris which had been washed into navigable waterways were surveyed, recovered or wrecked in place. Over 2000 tons of miscellaneous debris was recovered and disposed. This effort also included removal from strand of two U.S. Navy retired ships; the EX-SHADWELL and the EX-STATE OF MAINE which were grounded near Mobile, AL as a result of the hurricane Katrina. This specific effort included construction of an 11 ft high berm wall (i.e., encompassing approximately 20 acres) on Little Sand Island, Mobile, AL, which ultimately accommodated approx. 400,000 cu.yds of dredged material that was removed from the mooring slip containing vessels.

DREDGING EXPERIENCE - Donjon has over twenty years experience in large volume , high dollar magnitude dredging projects in New Jersey / New York Harbor waters. Within the past ten years, focusing on larger projects only, **Donjon has removed in excess of 14,766,145 cu.yds of sediment, HARS material and rock.** Each dredging project involved debris management as an element of the operation, with some projects generating over 7,500 tons of mixed debris types composed of chain, cable, pilings, tires, rock, brick, concrete, etc. Debris was sorted for appropriate disposal or recycling including generation of certified weight tickets and tracking from point of removal to point of final disposal or recycling. For Harbor Deepening Projects alone, Donjon has performed **over $521,194,385** of work within the past ten years.

Two example projects completed under contracts with the USACOE have been selected to reflect the complexity and size of projects Donjon routinely performed:

New York Harbor - Anchorage Channel, Project 1, S-AN-1 $60,561,383.00
1,100,000 cubic yards 100% upland disposal

- Debris management of 6,206.82 tons
- Processing of every cubic yard with Portland cement
- Offloading, loading and transportation of processed material, over 73,000 truckloads delivered safely to six different receiving sites, each tarped, tracked and placed in compliance with receiving facility permits
- Performed in compliance with NOX budgets and completed on schedule
- Performance period March 2007 through October 2008

New York Harbor - South Newark Bay 2/ Arthur Kill 1, S-NB-2/S-AK-1 $118,053,042
1,749,805 cubic yards

- Debris management of 400 tons
- Processing with Portland cement of 533,695 cubic yards
- Removal and placement at the HARS and reef of 1,216,110 cubic yards

- Offloading, loading and transportation of processed material, over 35,000 truckloads delivered safely to multiple receiving sites, each tarped, tracked and placed in compliance with receiving facility permits
- Performance period December 2010 through October 2012
- Completed ahead of schedule

As an indication of Donjon's long-term experience in dredging and drift removal, we present the following project descriptions.

MARINE DEMOLITION & HARBOR CLEARANCE

DEMOLITION OF PIER C, WEEHAWKEN, NJ - 1983

DEMOLITION PIER #52, BROOKLYN, NY - 1983

DEMOLITION OF BLANDFORD PIERS B, D, & H, NEW YORK, NY - 1984

DEMOLITION & DREDGING, PIERS 8 & 9, NEW LONDON, CT - 1984

DEMOLITION OF AMERADA HESS BULKHEAD, BROOKLYN, NY - 1985

DEMOLITION OF PIER 97, NORTH RIVER, NEW YORK, NY - 1985

DEMO. OF CONCRETE FENDER SYSTEM, DELMARVA POWER CO., DE - 1988

DEMOLITION & REMOVAL OF NEWARK BAY DRAW BRIDGE, NJ - 1988

DEMOLITION OF STEEL PIER, ATLANTIC CITY, NJ - 1989

HARBOR CLEARANCE, HOBOKEN DRIFT REMOVAL PROJECT, NJ, 1983 -1984

HARBOR CLEARANCE, HOBOKEN DRYDOCK, NJ - 1984

HARBOR CLEARANCE, BAYONNE INDUSTRIES, NJ - 1985

HARBOR CLEARANCE, JERSEY CITY DRIFT PROJECT, NJ, 1984 - 1986

HARBOR CLEARANCE, WEEHAWKEN TO EDGEWATER, NJ, 1987 - 1990

DRIFT REMOVAL, WEEHAWKEN TO EDGEWATER, NJ, 1994 - 1996

HARBOR CLEARANCE, CHRISTINA RIVER, USACOE-PHILADELPHIA - 1988

The above-mentioned projects deal with eliminating sources of driftwood in navigable areas, and the waterborne demolition of structures. Twelve of the sixteen projects mentioned were performed in the NY/NJ metropolitan area. All of the projects involved the use of floating cranes to perform such varied tasks as demolishing derelict barge hulks; fire-damaged piers or the entire removal of a bridge spanning the only entrance to Port Newark. In conjunction with these tasks Donjon used vibratory pile extractors, clamshell bucket cranes, barge-mounted track drills, hydraulic splitters, and explosives. Each job required coordination of demolition activities at the job site as well as disposal activities at a remote site. Disposal of debris involved use of

240-ft.-long incineration barges to burn wood debris at an EPA-designated site 17 miles offshore Sea Bright NJ, disposal of concrete debris at a NY State Dept. of Enviro. Conservation artificial reef site offshore Rockaway, NY, and disposal of ash at approved landfills. Logistics included scheduling tidal towing operations, maintenance of up to 15 1,000-ton capacity barges at a job site at the same time, coordination of explosive activities with local, state and federal agencies, and ensuring that disposal operations were efficient in order not to delay demolition. Reporting included daily logs on utilized equipment, man hours, and progress obtained. In aggregate, these projects represent over $12 million in work completed.

4.9 CAPABILITY OF BIDDER

Donjon Marine Co., Inc. was founded and established in New Jersey in 1964 by a New Jersey resident; John A. Witte Sr. It was incorporated in New Jersey in April 1966. Since inception the Donjon has provided marine salvage and wreck removal services. Continuous expansion has now produced a group of companies that provide turn-key services with wholly-owned equipment and experienced/long-term employees in the services categories of marine salvage, wreck removal, dredging, towing, barge transportation, heavy-lift, diving, ferrous and non-ferrous recycling, demolition, pollution control, hazardous material handling, shipbuilding & repair, and ocean engineering.

The Donjon group of companies are privately owned and managed by the founder and members of his family, who are all New Jersey residents. Today, the Donjon group employs over 800 employees, including over 500 New Jersey residents. At present, the annual sales of the Donjon group of companies are approximately $250,000,000.

Donjon Corporate - Hillside, NJ, Warehouse. 100 Central Ave., Hillside, NJ. Co-located with the corporate headquarters, our Hillside facility includes warehouse space of approximately 7,250sq.ft. The corporate headquarters is located on over an acre of land containing office space, warehousing, parking and open recreational space. The space is configured with 24 individual offices, two dedicated conference rooms incorporating full internet access and high definition video monitors and common locations throughout the building to accommodate an additional 6 office bays. The office incorporates a dedicated server room on separate, independent climate control and independently grounded and backed up power supplies. All offices have T1 service with direct dial phones and internet connectivity through a 1 Gb router. Each workstation is connected to a centralized file server and a centralized e-mail system which can allow for remote accessibility. There is remote connectivity between five (5) different remote Donjon locations in three (3) States to allow for input of financial information through a secure VPN consisting of multiple servers that service over 20 workstations. E-mail is centralized onto an e-mail server remotely and there is a daily remote back up of all pertinent information.

Port Newark Facilities. The Donjon Port Newark, NJ facilities (leased from the Port Authority of NY/NJ) act as the home berths, equipment storage depot and the primary maintenance facilities for DONJON tugs, derrick-barges, dredges, cargo-barges, crew vessels. These facilities include over 2000 linear ft of berth space and over 10 acres of landside storage area.

The Donjon group of companies include:

Clean Venture / Cycle Chem (CVI/CC) Facilities - Located in Elizabeth, NJ; Camden, NJ; Lewisburg, PA; Baltimore, MD; Stamford, CT; and Framingham, MA. CVI/CC facilities are dedicated to supporting oil/hazardous material spill cleanup and site remediation.

C&M Metal and Recycling - Located in Dover, NJ, this 2.5 acre recycling facility processes both ferrous and non-ferrous mterials and is an EPA-approved site for the destruction and/or recycling of computer components.

Donjon Iron & Metal – Located in Staten Island, NY on the Arthur Kill waterway (just across from Sewaren, NJ), this 12 acre facility supports Donjon's storage large equipment. This Donjon division provides ferrous and non-ferrous recycling and vessel dismantling services.

Donjon Shipbuilding and Repair (DSR) - Located in Erie, PA, this 44 acre facility has over 200,000 sq.ft of production area including fully enclosed fabrication and assembly buildings, 4,000 feet of pier space, and a 1,250 feet by 120 feet by 22 feet (depth over sill) dry dock. DSR is one of only two dry dock facilities on the Great Lakes capable of dry docking 1,000-foot Great Lakes Self-Unloading vessels.

As a worldwide provider of salvage and related services including salvage-related towing, harbor clearance, point-to-point towing, and ocean engineering; Donjon has developed a massive database and the relationships with ancillary service providers to be able to provide comprehensive services in both emergency situations and pre-planned projects. For project requirements similar to those anticipated here, Donjon has procured and managed multiple subcontractors providing services such as environmental testing, core sampling, ocean engineering, site-safety monitoring, technical report writing, and equipment/vessel operations.

Donjon is a founding member of the American Salvage Association, which is an association of professional salvors in order to provide, identity and assist in professionalizing the United States marine salvage and firefighting response capability. By doing so, the ASA has helped to improve marine casualty response in North American coastal and inland waters. The ASA also educates government, industry and the general public about the role of the marine salvor in protecting life, the environment, and property from the consequences of the perils of water transportation. To achieve these goals the ASA promotes cooperation among its members to assure an effective, successful response in major incidents. ASA members assisted Donjon in completing removal and disposal requirements after hurricane Katrina.

Equipment Available for Removal of Waterways Debris (100% Donjon Owned)
Witte 1400 Series Barges http://www.donjon.com/w1401.htm (10 sister barges)
1800 Series Hopper Barges http://www.donjon.com/w1801.htm (4 sister barges)
2000 Series Hopper Barges http://www.donjon.com/w2002.htm (4 sister barges)
Spud Dredge – James E http://www.donjon.com/james-e.htm
Spud Dredge - Newark Bay http://www.donjon.com/newarkbay.htm
Crane barge – Raritan Bay http://www.donjon.com/raritanbay.htm
Workboat – Monarch http://www.donjon.com/monarch-3.htm
Workboat – Green Bay http://www.donjon.com/greenbay.htm
Crew Boat – Michael Warren http://www.donjon.com/michael-warren.htm

Crew Boat – Matthew Scott http://www.donjon.com/mattscott.htm
Workboat - Bergen Point http://www.donjon.com/bergenpt.htm
Tugboat – William E http://www.donjon.com/williame.htm
Tugboat - Herbert Brake http://www.donjon.com/herbertbrake.htm
Tugboat – Empire http://www.donjon.com/empire.htm
Tugboat – Susan Witte http://www.donjon.com/susanwitte.htm
Tugboat – Brian Nicholas http://www.donjon.com/briannicholas.htm
Tugboat – Paul Andrew http://www.donjon.com/pandrew.htm

SEE DONJON OWNED EQUIPMENT SCHEDULE ON FOLLOWING PAGE #49

For a complete list of Donjon-owned vessel for the deep ocean, coastal and inland environments; please refer to our website: www.donjon.com

4.10 LOCATION

Donjon Marine Co., Inc. has its corporate headquarters located at 100 Central Ave, Hillside, NJ 07205-2306. The corporate headquarters office will be responsible for managing the contract. The primary individual to contact is John A. Witte Sr. – President/CEO; phone 908 964-8812 / email j.arnold.witte@donjon.com with cc: to pat.lieberman@donjon.com - CEO Executive Assistant / fa [redacted] A secondary contact at the corporate office is Sean Crowe – Project Manager; phone at 908 353-2600 sean.crowe@donjon.com / fax [redacted]

4.11 STATUTORY REQUIREMENTS

In accordance with RFQ Section 1.2, all required checklist forms excluding the Price Proposal Form are submitted as **Appendix B.**

The Price Proposal Form is submitted under separate cover entitled **"Donjon Marine Price Proposal Form Attachment A".**

DONJON MARINE CO., INC

100 CENTRAL AVE.
HILLSIDE, NEW JERSEY 07205 U.S.A.

As detailed in our 50 page RFQ submissions, Donjon has exhibited an extensive list of salvage; dredging; and emergency response, including marine debris removal work. We present below resumes for 32 key personnel. All personnel have worked closely with the RFQ described tasks. We have highlighted the following:

- Confirmed US citizen with State of residence
- Years with Donjon Marine – N/A is not a Donjon employee
- Sandy participation
- Katrina participation

Contact for Katrina and Sandy response is:
Captain Michael Herb (ret)
NAVSEA SUPSALV
michael.herb@navy.mil, 202-781-2736

We are also proud to note that 28 of the 32 resumes are [redacted]

Resume List

Name	US Citizen/State	Years with Donjon	Sandy	Katrina
J. Arnold Witte	[redacted]	47	yes	yes
John Witte, Jr.		35	yes	yes
Thomas Witte		26	yes	
Steven Newes		31	yes	yes
Randy Roffina		9	yes	yes
Joseph Coyne		42	yes	yes
Kerri Mullins		12	yes	
Sean Crowe		10	yes	yes
Billy Kratz		26	yes	yes
Paul Hankins		8	yes	yes
Tim Williamson		8	yes	yes
James Witte		9	yes	
Frances Cocco		8	yes	
Brian Henry		9	yes	
Stephany Domingos		11	yes	
Jason McLaughlin		6	yes	
Gordon Lorenson		1	yes	
Thomas Coyne		16	yes	yes
Anthony Lopresti		15	yes	
Scott Gibbs		15	yes	
Michael Rusen		7	yes	
Steven Springer		5	yes	

PHONE
(908) 964-8812
(908) 353-2600

FACSIMILE
[redacted]

WEBSITE
www.donjon.com

Name	US Citizen/State	Years with Donjon	Sandy	Katrina
Carl Collins, Jr.	NJ	6	yes	
Carl Collins, Sr.		8	yes	
Katie Abbott		6	yes	
Jason Collins		4		
Jason Kenny		3		
Robert Kelly		3		
Michael Persico		N/A	yes	yes
Pamela Kopp		N/A	yes	yes
Michael Lancos		N/A		
Ken Edgar		N/A	yes	

DONJON individual citation-

For contributions as part of the U.S. Army Corps of Engineers and U.S. Navy Joint Task Force response to Hurricane Sandy, 31 October 2012 to 13 November 2012. Your superb efforts were critical in the successful dewatering of ten New York City transit locations, the Kearney Amtrak station and the wreck removal at Naval Weapons Station Earle. Your character and determination demonstrated during this effort reflect great credit upon DonJon Marine, the U.S. Navy, and our Nation.

The following personnel are to be commended:

Olmedo Campos
Paul Centamore
Sean Crowe
Peter Chlodnicki
Tom Coyne
Vincent Del Maestro
Chris Gardello
Mike Gillespie
Paul Hankins
Michael Koss
Billy Kratz
Gordon Lorenson
Manuel Marquina
Ricardo Martinez
Jason McLaughlin
Aly Montanez
Roberto Pereiro
August Pinto
Ricky Roweder
Joe Rye
Carlos Segora
Austin Spain
Steven Springer
Tim Williamson
Carl Collins
Joseph Coyne
Wieslaw Czyzewski
Jose Escobar
Joao Figuerito
Kevin Gilmore
Nuclax Gousse
Ricky Grant
Henry Mucia
Keri Mullins
Steve Newes
Michael Rusen
Hugo Santos
John Smolny
Pawel Stankiewicz
Lech Stankiewicz
Bobby Stickles
Barry Wasserman
Arnold Witte
John Witte

DEPARTMENT OF THE NAVY
NAVAL SEA SYSTEMS COMMAND
1333 ISAAC HULL AVE SE
WASHINGTON NAVY YARD DC 20376-0001

IN REPLY TO

4700
Ser 00C2/2022
05 December 2012

From: Commander, Naval Sea Systems Command (00C)
To: DonJon Marine Company, Inc.

Subj: LETTER OF APPRECIATION

1. I want to express my sincere appreciation for your superb support and exceptional professionalism during the response to Hurricane Sandy. Your efforts were instrumental in the ability to successfully carry out the mission of Joint Task Force Unwatering, 31 October through 13 November 2012. The outstanding effort by DonJon Marine personnel was the critical enabler in the dewatering of ten New York City transit locations, the Kearney Amtrak station and the wreck removal at Naval Weapons Station Earle.

2. The entire Donjon team, providing site management, pumping, barge/tug support, and logistics and admin support, was whole heartedly dedicated to the task and highly professional throughout this around the clock operation. From the headquarters in Hillside to the crews in the bottom of the tunnels, your dedication and "can-do" attitude were inspiring. Your character and determination demonstrated during this effort reflect great credit upon DonJon Marine, the U.S. Navy, and our Nation.

3. Bravo Zulu. Job Well Done!

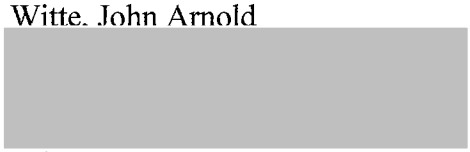
Mark M. Matthews
Supervisor of Salvage and Diving
Director of Ocean Engineering, USN

John Arnold Witte

Project Manager **DONJON Marine Co., Inc.**

1.Applicant:

Witte, John Arnold



2. Education:

Villanova University School of Law, Bethlehem, PA; 1960-1963;
Doctor of Jurisprudence (J.D.); 1963
Lehigh University, Lehigh, PA; 1956-1960; B.S., Management; 1960

3. Formal Training:

Herbert Engineering, Inc., San Francisco, CA
HECSALV Salvage Engineering Training Course
1996; Certificate of Completion
DONJON Affiliate Clean Venture/Cycle Chem, Elizabeth, NJ
OSHA HAZWOPER Training; 1995; Certificate of Completion

4. Present Employment:

DONJON Marine Co., Inc.
100 Central Avenue
Hillside, NJ 07205
1967-Present
Business Type: Marine Salvage, general marine contracting and transportation
Position Title: President/CEO/Project Manager

Work Description:

Mr. Witte has 40 years experience with DONJON Marine Co., Inc., in marine salvage and salvage-related services. During that time, DONJON has worked in virtually the entire range of environments including shallow-water and open-ocean ship salvage and removal as well as deep-ocean recovery; geographic distribution among the Atlantic, Pacific, North Sea and the Caribbean; and high currents (e.g., 11 knots in the Niagara River, Barge 45 extraction). In Donjon's successful salvage of numerous types of vessels and craft, common features include pollution abatement, cargo transfer, and design of detailed pumping schemes. Mr. Witte has exhibited experience in the planning and execution of hundreds of Salvage operations over his 50 years of service to the marine community. He is a recognized expert in this field by the worldwide marine community. Incorporated in 1967, under Mr. Witte's ownership and direction, Donjon has grown from a regionalized salvage services provider to an internationally recognized and respected Marine Salvage and Related services organization. Mr. Witte is primarily responsible for Donjon's remarkable growth and capabilities.

As Mr. Witte continued to build Donjon response organization, he became less involved in the day to day site operations and depended upon his team of Salvage experts for day to day results. Mr. Witte's present duties are therefore more of an oversight or Project Management function. In this capacity of Project Manager, Mr. Witte has oversight and management responsibility for all of Donjons Marine Salvage and related activities. There is not one Donjon Salvage or related services project which Mr. Witte did not play a part.

5. Previous Employment:

1952-1963 (Intermittent salvage services coincidental with continuing education):
Witte Marine Equipment Co., Inc., Staten Island, NY
Business Type: Vessel demolition, marine salvage and wreck removal services.
Position Title: Salvage Assistant

Work Description:

Mr. Witte operated tugs, barges, coal- and oil-fired steam floating cranes and diesel vessels up to 1800 HP. Became familiar with rigging; diving; and the operation, maintenance and repair of compressors, welding/cutting equipment and centrifugal pumps.

1963-1967: Dow and Stonebridge, 80 Broad Street, New York, NY
Business Type: Admiralty Law Firm
Position Title: Associate

Work Description:

Mr. Witte resolved cases involving shipping, marine personal injury, collision, salvage and contracts of sale.

AFFILIATIONS

President and Founding Member, American Salvage Association. In 2000, Mr. Witte felt that the US Salvage Community needed a common voice when responding to the ever changing regulatory concerns the US Salvage Community will face in the coming years. Mr. Witte was voted this organizations first president and maintains his position as one of the US experts in the field of Marine Salvage and Related services

President, International Salvage Union (ISU). In 1995 Mr. Witte was elected President of the ISU, a prestigious international union of 45 worldwide salvage companies and remains active as an officer of the ISU; DONJON has been an ISU member since 1991.

National Research Council, Member of the Marine Board. Board sponsored by the U.S. Navy and U.S. Coast Guard. Mr. Witte served as a member of the Marine Board committee that studied U.S. salvage posture, working 1992-1994 to produce a comprehensive report of past and present capabilities, and recommendations for increasing national public and private salvage and related capabilities.

U.S. Maritime Law Association. Mr. Witte is active in Salvage Committee affairs.

Papers and Publications. Over the last 30 years Mr. Witte has presented numerous papers at conferences including the International Towing and Salvage Symposium, Lloyds Salvage Forum, International Pollution Conference, and USCG workshops. He has published technical articles in industry publications including *Maritime Reporter*, *Marine Log*, and *Lloyds List*.

Former Mayor & Member of Township Committee, in Hillside, NJ - a community of 26,000 people

U.S. Navy Personal Security Clearance - (SECRET), granted as part of U.S. Navy emergency salvage response contract held by Donjon for 23 years.

CURRENT ACTIVE AFFILIATED COMPANIES OF DONJON MARINE

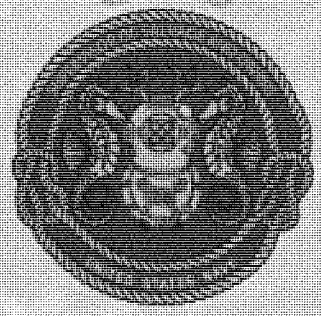
Clean Venture Inc.
Cycle Chem Inc.
Witte Heavy Lift Inc.
Donjon Environmental Marine Services, LLC

SUPSALV
"EXCELLENCE UNDER PRESSURE" AWARD

Presented to

Arnold Witte

For contributions as part of the U.S. Army Corps of Engineers and U.S. Navy Joint Task Force response to Hurricane Sandy, 31 October 2012 to 13 November 2012. Your superb efforts were critical in the successful dewatering of ten New York City transit locations, the Kearney Amtrak station and the wreck removal at Naval Weapons Station Earle. Your character and determination demonstrated during this effort reflect great credit upon DonJon Marine, the U.S. Navy, and our Nation.



Captain Mark Matthews, USN
Supervisor of Salvage and Diving
Director of Ocean Engineering

November 30, 2012
Date

John Arnold Witte Jr.
Salvage Master/Project Manager **DONJON Marine Co., Inc.**

1. Applicant:
   Witte, John Arnold, Jr.
   [redacted]
   Position: Salvage Master
2. Education: The Pingry School, Hillside, NJ; 1974-1978
   Hobart College, Geneva, New York; 1978 - 1982
3. Formal Training:
   HECSALV Training, Herbert Engineering, Inc., 1996; Certificate of Completion
   OSHA HAZWOPER Training; Clean Venture/Cycle Chem, 1995; Certificate of Completion
   RISC Marine Fire-fighting Education and Training, BV, Rotterdam, The Netherlands; 1992; Certificate of Completion
   Universal First Aid and CPR Training (American Safety and Health Institute)
4. Present Employment:
   DONJON Marine Co., Inc. 100 Central Avenue, Hillside, NJ 07205
   1982 - Present (P/T summers 1972 - 1982)
   Business Type: Marine salvage, general marine contracting and transportation
   Position Title: Executive Vice President

Work Description:

Mr. Witte, a [redacted] presently administers Donjon's marine salvage, Heavy lift, marine transportation marine demolition, construction, Repair and Shipbuilding activities. Mr. Witte Jr. was responsible for creating Donjons OPA-90 salvage response program and due to the ever changing State and Federal Regulatory requirements being imposed upon Salvors and Salvage Operations, is responsible for Donjons Regulatory Compliance Program relative to all Marine Salvage Activities. This knowledge and capability was clearly displayed in Donjons performance during the Ex-Coral Sea Project. Without the aforementioned knowledge and experience in performing in the highly regulated environment Salvors presently find themselves, this project would have been a much more time consuming and costly operation. The ability to perform in the highly regulated environment is an important aspect in the successful completion of any Salvage Operation. Another of Mr. Witte Jr's specific duties include but is not limited to coordinating the purchase of replacement and new salvage equipment, including hydraulic pumping systems, associated components and fly-away firefighting packages. Mr. Witte Jr. regularly participates in client tabletop and on-site Salvage and related services drills, providing engineering analysis, logistics support and problem solving capability in support of the USCG PREP Program. He has over 20 years of working under the specific instruction of one of Donjon's salvage masters, and from 1992 to 2000 at which time Mr. Witte was promoted to Salvage Master, has served as both salvage master and Project Manager on behalf of Donjon Marine; performing a similar training function to Donjons Salvage Response team as was provided to him by Donjon Salvage Masters in the past. In this way, at a time when Marine Casualties are less prevalent than 30 years ago, Donjon can

continue to produce experienced Salvors. There is no better teacher than experience. Mr. Witte Jr.'s lifetime of dedication to the marine salvage industry, as a result of his family's ownership of Donjon Marine, cannot be replaced by a classroom. Marine Salvage cannot be performed by a computer. This industry still requires experienced personnel to successfully and efficiently complete a Salvage Project. In dozens of ship casualty response and salvage operations performed by Donjon over the last 35 plus years, Mr. Witte Jr. has demonstrated experience in the effective and efficient use of salvage ships and craft, ground tackle, heavy lift craft, rigging technologies, oil-pollution abatement equipment, cargo lightering equipment, underwater diving operations including Saturation Diving and the deployment and operation of ancillary salvage equipment including pumps, compressors, positioning systems and welding equipment (Salvage of tugs Bay Titan and Colon, Lightering T/B Ocean States, M/V Floreana) Mr. Wittes experience was initially gained from the utilization of Donjons' own in- house and wholly owned Salvage Specific Equipment and personnel. Mr. Witte has also demonstrated the ability to direct third party and/or subcontracted equipment and services and perform independently of any corporate oversight, which is also an essential ability of a Salvage Master. Thru his 25 plus years of experience in the Salvage industry, Mr. Witte Jr. has developed a practical and functional understanding of the principles of naval architecture, particularly weight and buoyancy as they pertain to applied hull girder loads, and intact and damage stability. Over his 25 plus years of responding to the needs of the worldwide marine community, Mr. Witte has attended in excess of 250 casualties in support of Donjon's Salvage and Wreck Removal Activities. Mr. Witte Jr. has also exhibited extensive knowledge with the business side of salvage and related business operations as is evidenced by over 20 years of experience using word processing PC based programs such as Microsoft Word and Word Perfect; and spreadsheet PC based programs such as Microsoft Excel and Lotus 123. Mr. Witte Jr. also negotiates the vast majority of contracts in support of Donjons Salvage and related services activities throughout the world and is experienced in the preparation and use of all internationally recognized Standard Contracts (IE LOF, Wreckcon, Wreckfix, etc). Mr. Witte Jr. has recently performed in the capacity of Salvage Master for the Salvage of the 4000 horse power tug Bay Titan, The Emergency tow of the MVC Braunschweig in conjunction with Nippon Salvage of Tokyo, Japan, Lightering of the T/B Ocean States, the New Carissa Wreck Removal project, Wreck Removal of the Ex- Coral Sea, Salvage of the barge Pequeco II, and the Salvage of the tug Colon to name a few. In all of these Salvage and Wreck Removal operations Mr. Witte was primarily responsible for all aspects of the operation including but not limited to site evaluation , bid preparation, regulatory relations, mobilization of the necessary personnel and equipment to the project site, site operations, demobilization, customer relations, contract negotiations, and collections. For all other Salvage and related operations performed by Donjon, Mr. Witte Jr. has been and remains involved in evaluation, bidding, planning and day to day corporate oversight and acts as the corporate liaison between Donjons Site Salvage Masters and Donjons overall Project Manager, Mr. J. Arnold Witte. Recent Salvage Projects where Mr. Witte has served as Salvage Master or Project Manager were Lightering of the B-35, Roseton, NY, Salvage and redelivery to owners of the 340' Cargo Barge GT Ironmaster, Province Town, Ma., Wreck Removal of an Ex-NYC Ferry, Bayonne, NJ, Wreck Removal of 3 LCU's, San Juan Puerto Rico, Salvage of the F/V Michelle K, Manasquan, NJ and the

Wreck Removal of Dry Dock #1, Bayonne, NJ., wreck removal of the MV Fedra as well as numerous other Salvage tows, recoveries and related activities over his 35 plus years of service in response to the needs of the World Wide Marine Community. Mr. Witte has also acted as Senior Salvage Master and Project Manager for the Federal Salvage Response resulting from Hurricanes Katrina/Rita in the Gulf of Mexico. This project involved the removal of vessels and debris throughout a 3 state area that was impacted by Hurricanes Katrina and Rita. Mr. Witte not only managed Donjon's own assets but also over 60 subcontractors who provided services in response to this natural disaster. Part of his duties was to also co-ordinate the Federal, State, local and Private assets made available to respond to this incident. Mr. Witte is also a Salvage Master and Project Manager "on Call" to the US Navy thru Donjon's Salvage and related services contract with the US Navy; Supervisor of Salvage and Diving. In this Capacity, Mr. Witte was recently tasked to support the US Army Corps. of Engineers effort to dewater the numerous tunnels, subways and Path lines flooded as a result of Hurricane Sandy. In this Capacity, Mr. Witte performed the initial assessment of the needs for the project, coordinated the Federal/local/Private sector interface and oversaw the operational aspect of the response.

Mr. Witte Jr. is also Donjons representative to both the International Salvage Union (ISU) where he is a member of the executive committee and The American Salvage Association (ASA) where he held the position of Secretary, Vice President and subsequently; President. Mr. Witte, Jr is also involved with the American Waterways Operators (AWO) as part of the Salvage subcommittee and related Regulatory issues. He also regularly participates as a panel member for Salvage related discussion groups with Organizations such as The New York Waterways Operators, Marine Log The USCG and related State and Local Agencies.

Mr. Witte was also the Primary force behind the recent creation if a Donjon subsidiary; Donjon-Smit, An OPA-90 Alliance which provides Salvage and related services in response to the requirements of OPA-90 and related legislation here in the US. Donjon's partner in this Joint Venture is Smit America's; a division of Smit International based in Rotterdam, The Netherlands.

Mr. Witte is also the managing Director of Donjon Shipbuilding and repair, LLC; a shipbuilding and Repair Facility located in Erie, Pa.

Resume for proposed Project Manager/Engineer Thomas David Witte

NAME: WITTE, THOMAS D.

EDUCATION:
(1) From 1983 to 1987 (2) April 1989

EDUCATIONAL INSTITUTION:
(1) Lehigh University, Bethlehem, PA (2) Del Norte Technology, Euless, TX

TYPE OF DEGREE/DIPLOMA RECEIVED:
(1) B.S.M.E. (2) Operations Diploma

COURSE OF STUDY:
(1) Chemical principles; Analytical Geometry (3 courses); Calculus (3 courses), Computer Science (FORTRAN, PASCAL, BASIC),electrical and mechanical physics; mechanical drawing; CAD/CAM usage; statics; linear methods; thermodynamics (2 courses); mechanics of materials; engineering materials and processes; introduction to electrical engineering, fluid mechanics, dynamics, probability and statistics, mechanical engineering design (2 courses); mechanical elements; mechanical vibrations; advanced strength of materials; heat transfer; non-destructive evaluation; gas dynamics; dynamics of control systems
(2) Del Norte operational training course, Trisponder Radio positioning System

NAME AND ADDRESS OF PRESENT EMPLOYER:
Donjon Marine Co., Inc 1250 Liberty Avenue Hillside, New Jersey 07205
(1) From 1978 to 1987 (weekends, summers, holidays)
(2) From 1987 to Present (Full-time)

KIND OF BUSINESS: Marine Operations primarily consisting of Dredging, Demolition, Salvage, Towing, Heavy Lift and Construction

CURRENT TITLE: Executive Vice President

DESCRIPTION OF WORK: From 1978 to 1987 - Worked summers and holidays during high school and college years gaining experience in marine operations at Witte Marine's Staten Island, New York ship breaking yard, Donjon Marine Co., Inc.'s Port Newark, New Jersey facilities and on-site salvage jobs. Areas of involvement included but were not limited to the following.
- Operation and Maintenance of Donjon's fleet of crane barges and Witte Marine land cranes
- Management, operation, and maintenance of the Thyssen-Henschel 240' floating scrap shear
- Dispatching, managing, and crewing of Donjon's tugboats, launches and crew boats
- Inland operation of Donjon's fleet of launches, crew boats, and small tugboats
- Salvage Crew Member

From 1987 to Present
-Since joining Donjon Marine after graduation in May of 1987, Mr. Witte has been responsible for numerous projects on all levels of management and supervision. A brief description of areas of expertise and involvement to date follows.

Marine Dredging

Since Donjon's acquisition of dredging equipment in 1988, Mr. Witte has been directly responsible for the management and implementation of all dredging operations. His responsibilities include but are not limited to all bidding, equipment mobilization, on-site supervision, equipment demobilization, manning of equipment, job close out and collections, and all governmental interface(Coast Guard, Corp of Engineers, EPA, DEP, DEC, etc.) as well as private project interface. To date, Donjon has dredged over fourteen million cubic yards of material with both upland and offshore disposal of spoils. These projects have been completed in numerous waterways in the Northeast from Maine to Virginia, in both inshore and offshore environments. Since 2001, Donjon's dredging revenues have increased 1500%, and are expected to break previous revenue records again in 2012. Representative projects since 2001 are:

-**Deepening of the Elizabeth Channel** in Port Newark New Jersey to 45 foot depth; $32,000,000 project requiring dredging and disposal of 800,000 cubic yards.

-**Deepening of the Port Jersey Channel** (inner channel) in Bayonne New Jersey to 43 foot depth; $17,000,000 project requiring dredging and disposal of 700,000 cubic yards.

-**Deepening of the Arthur Kill River Channel** (Reach 1) in Staten Island, New York to 42 foot depth; $45,000,000 project requiring dredging and disposal of 1,200,000 cubic yards.

-**Deepening of the Port Jersey Channel** (outer channel) in Bayonne New Jersey to 43 foot depth; $34,000,000 project requiring dredging and disposal of 1,300,000 cubic yards.

-**Deepening of the Arthur Kill River Channel** (Reaches 2 and 3) in Staten Island, New York to 42 foot depth; $74,000,000 project requiring dredging and disposal of 2,000,000 cubic yards.

-**Deepening of the Arthur Kill River Channel (Contract 1)** in NY & NJ to 43 foot depth; $48,000,000 project requiring dredging and disposal of 1,027,000 cubic yards.

-**Deepening of the Arthur Kill River Channel (Contract 2)** in NY & NJ to 43 foot depth; $74,000,000 project requiring dredging and disposal of 2,005,000 cubic yards.

-**Deepening of the Anchorage Channel (Contract 1)** in Staten Island, New York to 52 foot depth; $61,000,000 project requiring dredging and disposal of 1,220,000 cubic yards.

-**Dredging of Port Authority Multi-Facility Berths** in Port Newark and Elizabeth, New Jersey, and Brooklyn, New York; $17,000,000 project requiring dredging and disposal of 316,000 cubic yards.

-**Deepening of the Elizabeth Channel** in Port Newark New Jersey to 52 foot depth; $37,000,000 project requiring dredging and disposal of 966,000 cubic yards.

Deepening of the Anchorage Channel (Contract 2) in Staten Island, New York to 52 foot depth; $48,000,000 project requiring dredging and disposal of 1,225,000 cubic yards.

-**Deepening of Newark Bay/Arthur Kill Channel** in Port Newark New Jersey to 52 foot depth; $119,000,000 project requiring dredging and disposal of 3,000,000 cubic yards

-**Deepening of Arthur Kill Channel (Contract 13)** in Port Newark, New Jersey to 52 foot depth; $89,000,000 project requiring dredging and disposal of 1,800,000 cubic yards

Marine Demolition

Responsibilities include but are not limited to overall project management, manning of equipment, logistical coordination of all equipment and supplies, coordination, removal and disposal of all demolished materials (concrete, steel, wooden piers and pilings, asphalts, hazardous materials). Representative projects are:

- 600' x 80' steel Pier Demolition in Atlantic City, New Jersey for Trump Casino. Steel and concrete was placed into New Jersey artificial reef in accordance with DEP.
- Demolition of Newark Bay Bridge over Newark Bay, 1-1/4 mile long 65,000 cubic yard concrete (demolished by blasting) and 23,000 tons steel bridge
- Demolition of 780' x 100' Pier B in Hoboken, New Jersey for USCOE
- Removal and artificial reef placement of 1000' long, 3' diameter concrete and steel buried effluent discharge pipeline extending offshore from Ortley Beach, New Jersey for Ciba Geigy

Marine Salvage

- Responsibilities include but are not limited to off-site logistical backup of all operations, salvage analysis, engineering of salvage designs, supervision and engineering of lifting platform constructions and modifications. Representative projects are:
- Conversion of 270' x 72' x 16' deck barge into a 1500 ton lift barge for wreck removal of US Coast Guard cutter "Mesquite" in Lake Superior
- Logistical backup for salvage of "Irving Whale" oil barge including financial management, record keeping, and collections

Marine Construction

- Responsibilities include but are not limited to procurement of construction materials, total project management and closeout, governmental interface and engineering backup. Representative projects are:
- Offshore artificial fishing reef construction in greater than 60' depths by crane barge and mechanical placements. (Sealand Materials, Schering Plough Materials)
- 1000' x 10' x 10' modular artificial reef construction in greater than 60' depths designed and installed for purpose of reducing erosion to beaches. (Breakwaters)
- Three 36' diameter by 45' high stone and concrete filled cofferdams constructed in the Arthur Kill River. (Visy Paper)
- Wooden dock rehabilitation and renovation.

Marine Engineering

- Responsibilities include but are not limited to the engineering, financial estimating, direct management and supervision of construction of the following representative projects.
- Conversion of 23,000 tons of demolished steel bridge beam sections into quarry retaining walls. (Newark Bay Bridge Demolition)
- Modification of two 140' x 40' x 12' sand scows into a 1200 ton semi submersible lifting platform used to remove a bridge center span. (Jackson Street Bridge Demolition)
- Development and manufacture of wood containment system for offshore wood burning barges that was adopted by the Corp of Engineers as the standard for all burning operations for all contractors.

- Design and production of customized 40' x 60' steel platforms that were placed upon concrete abutments. These were used by drill rigs to travel lengths of concrete caps in order to drill blast holes. (Newark Bay Bridge Demolition)

Insurance

- Responsibilities include but are not limited to overall management of all insurances for Donjon Marine. Management includes claims investigation and settlement, institution of safety programs and audits, annual renewal negotiations, and day to day insurance inquiries. Since assuming management in early 1993, total insurance costs for Donjon Marine have been reduced by 45% while overall sales have increased 600%, and fleet size has increased 400%. Breakdown of insurances managed are:
- Protection and Indemnity
- Hull
- Worker's Compensation with USL & H and Maritime endorsements
- General Liability
- Equipment
- Property
- Bumbershoot (umbrella insurance)
- Automobile
- Health
- Dental

In addition to the above, Mr. Witte is responsible for daily management of Donjon Marine including but not limited interface and negotiation with current banks, accounting, bonding companies, and human resource issues.

Steven G. Newes
Senior Vice President **DONJON Marine Co., Inc.**

Education:
B.S., Business Administration, Cornell University (1982)
20 credits toward MBA, Rutgers University
Federal Contracts Administration, Certificate of Completion, Federal Publications, Inc. (1983)
Admiralty Law, Certificate of Completion Seton Hall University Law School, Newark, NJ (1985)

Formal Training:
IBC Marine Surveying Course (2000)
Lloyds of London Open Form and Salvage in Marine Environment (1996)
Certificate of Completion, CVI/Cycle Chem, Elizabeth, NJ, OSHA HAZWOPER course (1995)

Employment History:

1982-Present
Named Senior Vice President in 2008. Mr. Newes has been employed by Donjon Marine for over 33 years. Experience with DONJON Marine in marine salvage and salvage-related services including wreck and debris removal, heavy lift, towing, barge transport, pollution control, fire-fighting and ocean engineering. Has routine logistics and financial responsibility for worldwide DONJON operations; overall responsibility for management of marine salvage, heavy lift, ocean towing, billing coordination, DCAA audits, and liaison between corporate headquarters and field ops. Has had both supervisory and hands-on responsibility for all administrative and many field functions related to USN salvage for last 28 years. These functions include task cost estimates, cost accounting, invoicing, progress reporting, and final reports. Works with 15 field superintendents to contract and coordinate subcontract services. Has signature authority to $700,000, and has unlimited authority to subcontract for all SUPSALV required resources. Prepares cost proposals for SUPSALV tasks involving diving, harbor clearance, and wreck and debris removal, and salvage and towing. Created and supervises database of contact information for all DONJON salvage, firefighting, pollution response, and tug and derrick subcontractors.

Representative harbor clearance projects managed: Chief logistics coordinator for DONJON/USN NAVSEA SUPSALV response to salvage, wreck and debris removals after Hurricanes Katrina ($48 million), Ike ($3.0 million) and Sandy ($4 million). Participated as field technician in USACOE dredging and drift removal projects as tug and derrick-deckhand where thousands of tons of debris were removed from NY environs during 1980's. Was on-site logistics person in 1995 for hot-tap removal of oil from the sunken tank barge CLEVECO in Lake Erie. Managed logistics support for $30 million project for heavy lift, pumpout and removal of IRVING WHALE (1995-1996) completed for the Canadian Ministry of Transport.

From 1982-present, Mr. Newes has served as Logistics/Financial Assistant on every USN, NAVSEA SUPSALV task DONJON has been award on six successive CPAF Indefinite Quantity/Indefinite Delivery contract dating back to 1980, representing 110 delivery orders. He supervises management of all DONJON's heavy lift services for break-bulk cargo and all

DONJON towing services (whether in-house or subcontracted tugs) in the inland / coastal and deep-ocean environments. This effort represents hundreds of commercial contracts. Common responsibilities include subcontractor procurement and monitoring, mobilization of salvage equipment, remote and on-site logistics support for salvage operations, daily cost and progress reporting, final report preparation and liaison with cognizant state and federal agencies.

Thoroughly familiar with salvage and towing contracts including Lloyds Open Form (including the Special Compensation (SCOPIC) regime) and Baltic International Maritime Council (BIMCO) forms. Completed a decade (1979-1989) of full-time field work as salvage/spill technician, deck hand on tugs and derricks, and dive tender. Extensive rigging experience with wire rope, chain and synthetics. Experienced in use of spreader and lift beams, and rigging for lifts ranging from 25-1000 tons. Experienced in writing dead-ship tow plans for commercial and USN tows of ships up to 1,000 ft. LOA. Thoroughly experienced in PC-based software for word processing, PowerPoint, Excel spreadsheets, databases, project scheduling.

Representative tow projects managed: Responsible for the day-to-day operations of DONJON's 13 tug boats and all subcontracted towing for operations in the deep-ocean/coastal/inland environments, including tug-barge transport of aggregate stone/scrap-metal/recyclable construction debris/sand. Manages deep ocean rescue tow projects. Managed capital ship tows under the NAVSEA salvage contract for ex-Inchon, and aircraft carriers ex-America and ex-JFK. Presently manages all maintenance, repair and operations of the T-ATF167 USN Fleet Tug "Narragansett" for Naval Air Weapons Command through a subcontract with CSC Corp. The Narragansett's mission is to support deep-ocean towing of the ex- USS Tripoli off the US west coast. Responsible for the day-to-day operations of DONJON's 13 tug boats, which operate in ocean/coastal/inland environments.

Representative lifting projects managed: Managed cargo, vessel and bridge span lifts utilizing derricks "Chesapeake" and "Columbia" for weights from 50–1,000 tons. Manages the lifting, securing and tug/barge transport of electrical generation equipment and other break-bulk cargos.

Representative ocean engineering projects: Managed logistics for building of FADOSS spooling real system for NAVSEA and NCEL. Managed engineering effort for design, manufacture and installation of emergency tow packages for tank vessels up to to 160,000 DWT. Manages lashing/ securing/inspection for barge and rail-car laden break-bulk cargo to 500 tons. Managed mooring design and installation projects for past DONJON Naval Review Projects (INR 2000 and 1986) working with NAVFACENGCOM contractors.

RANDALL R. ROFFINA, CPA, MBA

Cell [redacted] *Home* [redacted]

OBJECTIVE

Chief financial officer (CFO) or controller of a small to medium sized company

PROFESSIONAL SUMMARY

A results oriented financial executive with proven track record of improving profit margins, working capital efficiency, and financial reporting. Extensive experience in corporate accounting, budgeting, consolidations, capital planning, strategic planning, cost control, financial reporting, IT systems, credit and operations management, and distributor/dealer/ direct retail sales channels. Recognized as a "hands on" manager with a strong work ethic and professional integrity. Demonstrated ability to lead teams and build consensus to achieve business goals. Certified Public Accountant (CPA) and MBA.

WORK HISTORY

***Panasonic Digital Document Company**, Secaucus, NJ* 1990 – 2004

Office Products and Networked Digital Equipment Sales and Service

GROUP MANAGER - ACCOUNTING (1999 – 2004)

Responsible for implementing disciplined financial controls and restructuring operations in the Direct Sales channel ($25 million), and providing financial support for the consolidated Company ($300 million).

Selected Accomplishments

- Improved profitability by $.5 million and reduced working capital requirements by $1.5 million.
- Reorganized the Direct Sales administrative support (Accounting, Credit, Operations) to install proper financial controls and reporting accuracy for top management. Reduced P/L losses that resulted in the first ever fiscal profit in 2003.
- Increased A/R collections from below 30% to consistently over 75% in one year, by strengthening the Credit function and solidifying monthly reporting and analysis.
- Reduced direct channel inventory from 65 days to an average 45 days by improving management reporting and initiating new sales tactics to liquidate slow moving models.
- Implemented an annual Company fiscal budget process including monthly P/L, B/S, and cash flow plans for the current and future 2 years.

CORPORATE ACCOUNTING MANAGER (1990 – 1999)

Managed the accounting function for the North American division of the Panasonic office equipment business ($300 Million).

Selected Accomplishments

- Performed a risk assessment of the Company's external leasing programs, and established appropriate reserves which had not been done since program inception in 1995. This process resulted in a strengthened balance sheet, improved P/L performance, and future growth.
- Implemented a Company-wide proactive approach to inventory planning and focus to reduce customer returns, improve the reliability of sales forecasts and increase the sales rate of slow moving items. This approach resulted in reduced inventory investment and turnover days by over 50% ($29 million, 29 days reduction) in one year.
- Consolidated inventory into 2 warehouses from 4, realizing a net savings of $500K in warehousing costs over increased freight costs in the first year.
- Increased collections of accounts receivable from 75% to 85% in the Dealer and Distributor channels over 2 years, by reducing the complexity of discount programs and streamlining pricing. This improvement reduced working capital investment by $4 million.

Continued

CORPORATE ACCOUNTING MANAGER – *Continued*

- Reduced customer deductions and chargebacks by 50% through strengthening Panasonic's commitment to documentation to identify sources of deductions, maintaining direct contact with major customers, and monitoring their payment systems and delays.
- Consolidated 3 accounting departments supporting 5 companies within the parent organization. The consolidation resulted in a headcount reduction of 33% (4 employees).
- Reduced monthly financial closing cycle from an average of 5 to 2 days (year-end from 8 to 3) by streamlining analytical processes and shifting routine accounting work to precede closing.

John Fluke Mfg Co. Inc., *(Electronic test and measurement equipment), Irvine, CA* 1983 – 1990
REGIONAL CONTROLLER/OPERATIONS MANAGER
Managed $55 million region sales/service operation of $250 million Company with 4 accountants and 13 administrators – financial reporting, forecasting, budgeting, product P/L's, and sales support.
Selected accomplishments

- Implemented demonstration inventory system to increase control and reduce losses by $200K.
- Managed facilities – including site surveys, lease negotiations, relocation - throughout region to provide for necessary space in key geographic areas while reducing costs by 15%.

U.S. Divers Corporation, *(Recreational diving and safety equipment), Santa Ana, CA* 1980 – 1983
ASSISTANT TO VICE PRESIDENT – FINANCE
Monthly financial reporting for $40 million manufacturer, presented financial results and forecasts to top management and parent company.

- Cost accounting – performed audits of standard costs, raw material costs, developed an overhead budgeting scheme and performed monthly variance analysis and presented to management.
- Prepared all corporate tax returns, assisted with customer A/R collections as needed.
- Created all operating budgets, capital spending project reviews, cash flow budget and analyses.

Ernst & Young, *(International CPA firm), Los Angeles, CA* 1976 – 1980
SENIOR AUDITOR

- Medium size manufacturers – Baker Filtration, GYYR, Odetics - various banks, LA Unified School District – inventory, cost accounting, accounts receivable, fund management.

EDUCATION

California State University, *Fullerton, CA* 1980
MBA – ACCOUNTING

California State University, *Long Beach, CA* 1977
BS - ACCOUNTING

Certified Public Accountant (CPA) – current and in good standing

COMPUTER SKILLS

- SAP R/3
- Hyperion
- Excel, MS Office suite
- OMD Direct Sales and Service software
- IBM Sys 38/MAPICS

JOSEPH M. COYNE

[redacted]

JOSEPH.COYNE@DONJON.COM

Summary	Started with Donjon Marine in 1971 after college graduation with a Bachelor of Arts working in the field on numerous salvage jobs. Managed a DJ scrap facility during the 1980's with oversight for all operations, payroll management, equipment, site safety and regulatory compliance. Became Director of Purchasing for DJ by the 1990's to date. Serve as DJ's on-site Director of Logistics for large scale governmental or private sector projects by way of salvage and or wreck removal ops.
Areas of Expertise	❖ Operations ❖ Communications ❖ Finance ❖ Travel & Housing ❖ On-site Business Relations
Director of Logistics	❖ Hurricane Sandy——2012 ❖ M/V Fedra, Gibraltar——2009 ❖ Hurricane Katrina, New Orleans——2005 ❖ New Carissa, Coos Bay, Oregon——1999 ❖ Tug Scandia, Rhode Island——1997 ❖ Irving Whale I & II, Prince Edward Island——1995 & 1996

Kerri K. Mullins – Director Environmental Operations

Kerri Mullins is the Director of Environmental Operations at Donjon Marine Co., Inc. with more than 30 years experience in environmental remediation, permitting and compliance projects. Her experience includes permitting and managing dredging projects for the past 14 years in the New York Harbor area. She designed, permitted and constructed Donjon's dredge processing facility. This facility continues to manage over 70% of the dredge materials for upland placement from the NYNJ Harbor. Kerri set up the first USACE project which incorporated a NOX emission budget and continues to manage NOX performance criteria for Donjon's USACE projects. Her responsibilities include permit preparation, submittal and compliance for both the dredging operations, as well as, the receiving sites' soil erosion control permits, brownfield sites' material acceptance plans, closure plans, etc. She assists clients from the beginning of the permit process through its conclusion, and then manages the operation from dredging through final disposition of the dredge material, all in compliance with permit criteria, reporting and oversight. Previous responsibilities have included management of a regional environmental remediation group, permitting of a RCRA and TSCA hazardous waste facility and management of various superfund site projects, including the USEPA's first marine superfund site.

USACE, South Newark Bay 2/Arthur Kill 1, Newark Bay, NJ
Total construction cost: $118 million; Start and end dates: 2010 – on-going; Role: Environmental Permit Filing and Management
Duties performed: Obtained Acceptable Use Determination permit for upland placement of 534,000 cubic yards of processed dredge material, set up NOX reporting for all project vessels, coordinated schedule for compliance with fish spawning windows, established no-work zone for a nesting osprey discovered during project operations and maintained regulatory reporting per Water Quality Permit specifications. Project involved dredging of 534,000 cubic yards for upland placement and dredging of 1,216,110 cubic yards for HARS placement, which requires drilling and blasting. Public outreach prior to blasting operations was performed and local residents' houses were video surveyed prior to initiation of blast operations. Noise limitations were met and documented through third party assessments.

USACE, Arthur Kill, Project 2, Arthur Kill north of the Goethals Bridge
Total construction cost: $74 million; 2/1/2005 – 1/29/2007: Role: Environmental Manager/Processing Manager
Duties performed: Obtained Acceptable Use Determination permit for 705,000 cubic yards of processed dredge material, performed regulatory reporting, maintained Water Quality reporting and monitoring, established performance schedule within fish spawning restrictions, verified USACE approved monitors for all HARS and reef disposal trips, and managed processing and upland placement of 705,000 cubic yards at four receiving sites. Project also involved dredging and placement of 1,000,000 cubic yards at the HARS and 300,000 cubic yards of rock at the reef.

USACE, Anchorage Channel 2, Anchorage Channel north of the Verrazano Bridge mouth of the Hudson River
Total construction cost: Project – $47.8 million; Start and end dates: 3/18/11 – 6/10/11; Role: Environmental Manager and Processing Manager Duties performed: Obtained the Acceptable Use Determination permit for 750,000 cubic yards of processed dredge material for upland placement, managed monitoring and reporting for 567,000 cubic yards of HARS material, maintained and monitored water quality reporting, managed trucking of all upland material, maintained NOX reporting and compliance procedures, and managed the processing operation and two upland receiving sites.

New York City Economic Development Corporation, White Island, Garretson Creek inside the Belt Parkway, NY
Total construction cost: Project – $4.5 million; Start and end dates: 8/2009 – 10/2009; Role: Project Manager
Duties performed: Developed and assisted the redirection of 150,000 cubic yards of dredged sand from Jamaica Bay to White Island, a former New York City landfill for habitat restoration for migratory birds. Developed and supported permit applications for a Beneficial Use Determination for the utilization of the sand for the closure process designed for this landfill. Mobilized dozers, excavators, off-road trucks and various support equipment to the island, constructed an off-loading area, installed four miles of silt fencing and hay bales, dune fencing and rip rap for shore stabilization, operated on a limited, i.e. daylight only operation, for noise control for the surrounding neighborhoods, and completed the project ahead of schedule within budget.

Relevant licenses and registrations
(certifications, memberships, degrees)

- General Engineering Contractor CA, AZ, NM and WA
- OSHA 40-Hour HAZWOPER Certification
- BS, Accounting

Years of professional experience

- Total: 30
- In proposed role: 18

National Park Service, Ellis Island Ferry, Ellis Island
Total construction cost: Project – $2 million; Start and end dates: 10/5/2009 – 11/31/2009; Role: Environmental Manager and Processing Manager
Duties performed: Filed and received permits for processing and placement of sediment removed from the archeological salvage of the sunken vessel, *Ellis Island*. Monitored and reported water quality information, maintained project controls, i.e. silt curtains, environmental bucket operations, etc. Also assisted with security protocols for crew entry and egress, assisted diver coordination with National Park Service diving teams and Donjon diving teams to retrieve and preserve identified artifacts. Scheduled and delivered processed dredge material to the Fresh Kills Landfill on Staten Island in accordance with the Beneficial Use Determination permit, completing 1,000,000 cubic yards of Donjon deliveries to the site.

Port Authority of NY and NJ, Multi-Berth Contract, Port Authority Berths throughout NY and NJ
Total construction cost: Project – $4.5 million; Start and end dates: 2011 - present; Role: Environmental Manager and Processing Manager
Duties performed: Obtained Acceptable Use Determination permits for each work order or series of berth areas to be dredged. All material managed for upland disposal. Project areas include both New York and New Jersey locations. Establish work areas in coordination with berth tenants, i.e. between ship arrivals and departures. Maintain compliance with water quality parameters and report stipulations.

US Navy, Intrepid Air and Space Museum, Manhattan, NY
Total construction cost: Project – $3 million; Start and end dates: 11/2006 – 12/2006; Role: Environmental Manager and Processing Manager
Duties performed: Procured Acceptable Use Determination permit for processing, coordinated processing and delivery to Fresh Kills to facilitate the emergency removal of sediment to free the beached aircraft carrier, *Intrepid*. Coordinated all water quality management parameters, testing and placement operations at Fresh Kills and completed the project to allow removal of the vessel on the high tide.

Client Organization, Projects, Location
Total construction cost: Project – $X.X billion; Start and end dates: XXXX–XXXX; Role: Title Goes Here
Duties performed: Insert text.
Insert text.
Insert text.

Client Organization, Projects, Location
Total construction cost: Project – $X.X billion; Start and end dates: XXXX–XXXX; Role: Title Goes Here

Client Organization, Projects, Location
Total construction cost: Project – $X.X billion; Start and end dates: XXXX–XXXX; Role: Title Goes Here
Duties performed: Insert text.
Insert text.
Insert text.

Client Organization, Projects, Location
Total construction cost: Project – $X.X billion; Start and end dates: XXXX – XXXX; Role: Title Goes Here
Duties performed: Insert text.
Insert text.
Insert text.

Client Organization, Projects, Location
Total construction cost: Project – $X.X billion; Start and end dates: XXXX – XXXX; Role: Title Goes Here
Duties performed: Insert text.
Insert text.
Insert text.

Sean P. Crowe
Assistant Salvage Master **DONJON Marine Co., Inc.**

1. Applicant:

Crowe, Sean P.

[redacted]

Date and Place of Birth: [redacted]
Citizenship: [redacted]
Position: Assistant Salvage Master

2. Education:

Massachusetts Maritime Academy
B.S., Marine Safety and Environmental Protection. Minor in Marine Transportation, 1997

3. Formal Training:

- **U. S. Coast Guard, Master's License- 1,600 GRT (Domestic) 3000 GT (International)**
- Incident Command System (ICS), renewed in 2002.
- FEMA-National Incident Management System (NIMS), 2006
- Tank Ship Dangerous Liquids Training Certificate, 2000.
- Facility and Ship Security Officer Training, obtained 2003
- OSHA 40-hour HAZWOPER Course renewed 2002.
- OSHA 30-hour Construction Safety Course, 2007
- OSHA 8-hour First Responder Operations Level, renewed 2003
- Hazardous Materials Handling, Training, and Testing, renewed in 2002.
- OPA-90 Spill Management Training, Qualified Individual, renewed in 2002.
- OPA-90 Oil Spill Response Technology Training, renewed in 2002.
- Oil Spill Dispersant Application, 2001.
- Oil Spill IN-SITU-Burning, 2000.
- Highway Tanker Spill, 2001.
- Gas Detection Competent Person Certificate, 2001.
- Shipyard Competent Persons Course, obtained 2004
- Participated in British Petroleum's Oil Spill of National Significance drill, 2000.
- Marine Internal Auditor, American Bureau of Shipping 2005
- CPR & First Aid, renewed 2008
- STCW 95: International Standards of Training, Certification and Watchkeeping for Seafarers, 2002.
- Commercial Drivers License, Class B, 1991.

4 . Present Employment:

Company Name: **Donjon Marine Co., Inc.**
Address: 100 Central Ave, Hillside, NJ 07205
Dates Employed: 2003- Present
Business Type: Salvage, Wreck Removal, Harbor Clearance, Dredging and Marine Operations
Position Title: Project Manager/ Assistant Salvage Master

Have worked in rolls as Project Manager, Assistant Salvage Master, Salvage Foreman, Logistics & Financial Manager for many Donjon Marine projects. Most notable; Donjon's response to Hurricane Sandy, under Donjon's US Navy Salvage Contract supervised a team of over 50 salvage personnel to place and operate the pumping and support equipment required to pump out all of the NYC flooded tunnels, World Trade Center construction site, Kearny NJ Rail Substation; Donjon provided over 80,000 gallons per minute of pumping capability within 36 hours of the initial call and worked alongside many other responders from the U.S. Army Corps of Engineers, U.S. Navy, Port Authority of New York and New Jersey, the New York City Police and Fire Departments, and representatives of various New York City transportation organizations. Upon completion of this task supervised the wreck removal of a 184-foot tanker ship from the shores of Staten Island. Supervised multiple other tasks related to the Sandy response including large amounts of debris clean-up & damaged vessel removals. Donjon's six month response to Hurricanes Katrina and Rita in '05-'06, under Donjon's US Navy Salvage Contract supervised the salvage and wreck removals of more than 450 industrial vessels from Louisiana, Texas and Mississippi waters and shorelines. Donjon's Project Manager for Salvage and Wreck Removal under naval contract during the month long response to Hurricane Ike in 2008 and supervised the harbor clearance of

more than 8,000 ton of debris in addition to more than 20 vessels and shipping containers from the Texas Intracoastal waterway. In 2010, worked as asst salvage master during salvage and recovery of 2 stone barges from a sunken upside down position in the Hudson River, NY. Worked as assistant salvage master for the 2-month removal of the Ferry ELLIS ISLAND from its sunken position in its slip at Ellis Island, NY working with a team of underwater archeologist from the National Park Service to preserve certain items for later display in the museum and ultimate removal of the 500 ton ferry. Previously; Project manager of the 2008 tow prep for USNS WATSON tow from Norfolk to New York. In 2007 - Managed the heavy lift removal of concrete cells weighing in excess of 700 ton, as well as directing the heavy lift launching of a 900 ton dry-dock into the water from its building blocks in Staten Island. In 2008 – Acted as Assistant Salvage Master for the wreck removal of the F/V SUSAN II located one mile offshore in the Atlantic Ocean near Manasquan beach, NJ, as well as the Barge SEI 2001 from its sunken position in the Fresh Kills, NY, and assisted in keeping the dredge NEW YORK from sinking after was struck by a ship causing severe flooding in Newark Bay, NJ. In Nov 2006 - Assisted in the removal dredging to free the INTREPID from its moored position along the Hudson River, New York City. In 2004 - Assistant Salvage Master of the re-floating of the F/V MICHELLE K from the 6kt current waters of the Manasquan Inlet. Assistant Salvage Master for the 2003 up righting and re-floating of the M/V STELLAMARE in a salvage effort utilizing tandem heavy lift assets (2 derrick-barges) in excess of 1,500 tons total lift. Also performed Assistant Salvage Master rolls in the 2003 raising of the tug VICTORIA ROSE HUNT from 80 ft of water offshore of Boston, MA. 2004 - Donjon's project manager onboard the (ex. USNS- POWHATAN) in its task for the human body recovery of the personnel and clearance of debris from the M/V BOW MARINER which exploded and sunk 50 n/m offshore of Virginia.

Safety, Compliance, Security, Regulatory and Training
Supervises and coordinates the administration of the safety program for all corporate projects and company owned entities to include Donjon Marine Co., Inc., DMC Marine, Witte Heavy Lift and Donjon Scrap. Leads all investigations for Donjon Marine and supervises over any reportable accidents or injuries with cooperation given to regulatory authorities to include: USCG, OSHA, USACE, Port Authority of New York & New Jersey, New Jersey DEP and State Police units. Coordinates and tracks all the compliance, regulatory and training for Donjon Marine 200+ employees and any owned or operated equipment in accordance with Federal, State, and company regulations and procedures. Conduct all company audits as it pertains to belonging to the American Waterway Operators (AWO) - Responsible Carrier Program (RCP) and the IMO International Safety Management Code- Safety Management System (SMS). Proficient using all computer based programs. Responsible for all corporate security required through the Marine Transportation Security Act (MTSA) and the International Ship & Port Facility Security Code (ISPS) and SOLAS Amendments 2002 as it relates to all of the marine facilities and more than sixty vessels in the Donjon Marine fleet which includes 14 manned tug boats.

Previous Employment:
Company Name: **WEST, LLC**
Address: Sakhalin Island, Russia
Dates Employed: 2003
Business Type: Oil Spill Contractor
Position Title: Oil Spill Consultant
Work Description: Oil Spill consultant on direct loan to Exxon Corporation for initial phase of Exxon's Sakhalin-1 Project, where I managed a portion of the oil spill contingency plans that were translated into the Russian language in order for Exxon to gain approval with the Russian Government. Determined oil spill contingency gear and equipment needed for WEST, LLC to keep strategically located to be able to respond to any hazardous spill associated with the project as Exxon's spill contractor.

Company Name: **Alyeska Pipeline Service Company**
Address: Valdez, AK
Dates Employed: 1997 – 2003
Business Type: Ship Escort Response Vessel System (SERVS)
Position Title: Prevention and Response Specialist
Work Description: Supervised and coordinated spill prevention and emergency response activities for oil tanker escort vessels. These vessels consisted of 10,000 hp (Azimuthing, Cycloidal, & Conventional) Tugs, 7,000 hp Supply Vessels & various other specialized vessels related to oil spill recovery. Directed all escort, prevention, and response activities in accordance with Federal, State, and company regulations and procedures. During responses assumed the duties of Initial On-Scene Commander, Initial Operations Section Chief, Group Supervisor, and Task Force Leader as needed.

William E. Kratz, III
Salvage Master **DONJON Marine Co., Inc.**

Education:
HS diploma, Marine Academy of Science and Technology (1987)

Formal Training:
Hazmat Operations Awareness, New Jersey State Police
Fire Fighter Safety and Survival / Building and Construction / Fire Officer Operations, National Fire Academy
Fire Fighter 1 and 2 / Incident Command System, Mercer County, NJ
Fire Pump Re-building, Wateross Pump School
Basic SCUBA, National Association of Underwater Instructors
Marine Fire Fighting Training Course, Fire Fighting Academy, Smit Houston
OSHA Shipyard Competent Person Training, Clean Venture Cycle Chem

Employment History:

1987 – Present **Salvage Master, DONJON Marine Co., Inc.**
Mr. Kratz has over 22 years experience as a diver and now supervises all diving operations for the company, including shallow-water, deep-water and saturation diving. Has served as Rigger, Diver, Salvage Foreman, Assistant Salvage Master and/or Salvage Master for over 23 years with DONJON, covering over 150 projects to date. Now serves as a Senior Salvage Master for the company with full on-site responsibility for salvage and wreck removal projects involving heavy lift, towing, anchor-handling, ship-breaking, diving, pollution control, cargo transfer/recovery.

Most Recent Projects:
Salvage of two sand and gravel barges at Erie Basin, NY (January 2010)
Performed Salvage Master supervisory duties for diving, rigging, lifting, patching and rolling of the two 150 ft x 50 ft x 16 ft open hopper scows which had capsized and dumped their stone loads in 40 ft of water.

Ellis Island Ferry project for National Parks Service in NY Harbor (October - December 2009)
Performed Salvage Master supervisory duties for diving, and wreck removal with care not to damage artifacts (i.e., steam engines, boilers and rudders).

MV Fedra wreck removal at Gibraltar (June - October 2009)
Performed Salvage Master supervisory duties for $31 million wreck removal with diving, topside and underwater cutting, heavy lifts up to 300 tons and recyclable and hazmat disposal. Supervised crew of twelve DONJON personnel plus local subcontractors.

Great Lakes Dredge and Dock Co: Salvage of Dredge New York, NY Harbor (2008)
Acted as salvage master for salvage of Clam Shell dredge after a ship had collided with it. Supervised all dive, rigging, heavy lift, dewatering and patching of dredge hull. Also recovered spuds. Lifts were in the range of 100 - 500 tons.

Salvage Master on job to remediate pollution and salvage two sunken 100 ft long tugs in Schukyll River, Philadelphia (2008). Job done under USCG BOA terms.

Served as Salvage Master during the 2008 demolition of seven shipwrecks and one 1500-ton dry dock section in Baltimore, MD. The shipwrecks required remediation of hazardous materials including PCBs, and oily water waste. The ferrous material for the seven wrecks and dry dock totaled over 4,000 tons of material. The wreck removal was accomplished via use of a derrick-barge equipped with a chopping/chisel beam, and oxy-acetylene breaking.

Served as Salvage Master during the 2006 fuel oil removal from the sunken 150' tug Valour, 30 miles offshore of the North Carolina coastline. In order to remove the hazard to navigation, the tug's pilot house was also removed. Supervised all offshore work, including a dive crew in saturation, all derrick-barge and anchor handling operations.

Acted as Salvage Master for the 2006 salvage of the 20,000 DWT bulk cargo barge Iron Mater from a capsized condition in Massachusetts Bay. Operation involved use of two derrick-barges, removal of cargo coaming, and installation of steel bolsters as softeners for the rolling slings. The barge was rolled upright and dewatered inside the hook of Cape Cod, MA, and the barge was redelivered to owners.

Acted as Salvage Master during the company's 2005 and 2006 work for the U.S. government in response to the wreck removal and vessel salvage requirements after Hurricane Katrina. The work resulted in the salvage and wreck removal of over 400 industrial vessels in a geographic zone stretching from Mobile, AL, to Lakes Charles, LA.

Acted as Salvage Master during the 2005 location and recovery of debris at the submarine base in Groton, CT. Over 500 tons of debris was located and mapped via side scan sonar. Supervised all dive and derrick-barge operations to recover and ultimately dispose of all debris, including large steel camels, anchors, chain, wood pontoons, waste drums of unknown origin and materials, and miscellaneous ferrous and non-ferrous debris.

Served as Salvage Master during the 2004 wreck removal of the 125,000-barrel; 400-ft long gasoline barge B125 in Staten Island, NY, which had exploded and was sunk at the dock. The wreck removal involved a combination of using divers to cut the barge into sections, some as large as 800 tons. The wreck removal also involved use of a derrick-barge equipped with a chopping/chisel beam.

Paul F. Hankins
Project Manager **DONJON Marine Co., Inc.**

Education:
B.S., Naval Architecture, U.S. Naval Academy (1981)
M.S., Environmental Management, George Washington University (1991)

Formal Training:
Managing Marine Emergencies, SMIT International, Rotterdam (April 2007)
HECSALV Training, San Francisco, CA (1996 and 2005)
ICS Train-the-Trainer Course, TSA, Arlington, VA (2003)
Incident Command, BP Shipping, Anchorage, AK (2001)
ICS Level 400 Training, USCG FOSC Course, Yorktown, VA (1999)

Employment History:
2005 – Present **Vice President, DONJON Marine Co., Inc.**

31 Oct – 13 Nov 2012: Managed Donjon response under Navy Salvage contract as part of U.S. Army Corps of Engineers and U.S. Navy Joint Task Force response to Hurricane Sandy. Coordinated and managed all Donjon and subcontractor efforts critical in the successful dewatering of ten New York City transit locations.

30+ years of management and supervisory experience in the federal government and private industry, including 18+ years in emergency response and marine salvage operations management. Responsible for managing joint venture between DONJON Marine and SMIT International, with 4700+ vessels under contract for OPA-90 required salvage services; Managed and developed in-house Damaged Stability Program capability. Project Manager for DONJON and DONJON-SMIT salvage and rescue towing operations conducted in diverse marine environments, shoreside to open ocean, including project management of the post-Hurricane Katrina marine salvage response. Oversees all aspects of each operation including finance, with overall responsibility for cost estimating and controls, and logistics, with overall responsibility for personnel and equipment. Coordinates ship charters, messing, berthing and deck operations. Manages staff and subcontracted personnel and labor, including riggers, crane operators, dock labor, transportation and industrial tradespeople. Contracts, activates and deploys equipment, including harbor and ocean-going tugs, salvage ships and craft, ground tackle, heavy lift systems, cranes and booms, oil pollution abatement equipment, cargo lightering equipment, and all other equipment necessary to support salvage operations. Prepares and transmits daily operational status reports in writing or via voice communication. Generates detailed progress reports on each operation managed at pre-determined intervals and provides comprehensive summary reports at the conclusion of each operation. Proficient in Microsoft software, including Word, Project, Excel, PowerPoint, and other software, including HECSALV. Primary Project Manager during DONJON Hurricane Katrina response (2005/2006, $47M); Salvage Master, M/V SPAR ORION (2006, $100,000); Project Manager, Baltimore Derelect Vessel Removal (2007/2008, $2.4M); M/V FEDRA (2009, $29M); USS WESTFIELD (2009, $1.7M).

August 2004 - March 2005 **Deputy Asst Administrator, Maritime and Land Security, TSA**
Was responsible for Transportation Security Administration's Maritime and Land Security initiatives. Provided day-to-day management of the department's 200+ personnel. Oversaw

development of first National Transportation Maritime Sector Security Plan. Managed $78M budget.

July 2002 - August 2004 **Director, Response Preparedness Division, TSA**
Developed national standards and programs ensuring response preparedness to accidental/disruptive acts impacting security on all transportation modes. One of principal authors of National Incident Management System. Developed standards for national security preparedness exercise program. Coordinated response preparedness issues with national, state and private organizations.

July 2001 - July 2002 **Power Generation/Vapor Recovery Plant Manager, APSC**
Responsible for safe operation of power generation/vapor recovery facility at the Valdez Marine Terminal, terminus of the Trans-Alaska Pipeline. Operated facilities under strict process controls of Process Safety Management (PSM) and QA requirements. Held position as terminal Incident Commander in the event of spill response. Developed facility maintenance strategies/projects.

January 2000 - July 2001 **Operations Advisor, SERVS**
Responsible for day-to-day operations of Trans-Alaska Pipeline System (TAPS) oil spill prevention and response group. Principal advisor to the Ship Escort and Response Vessel System (SERVS) Director for operational/administrative issues. Contract steward for company's $40M/year Crowley Marine Services contract. Incident Commander on drills/exercises; was command staff member in actual spill events. Contracted activated and deployed equipment, including harbor and ocean going tugs, salvage ships and craft, ground tackle, and oil pollution abatement equipment to support vessel and facility emergency operations plans. Provided details response status reports to TAPS. Coordinated federal/state regulations-compliant training program. Directed company-wide PREP-compliant exercise program. Oversaw development of contingency plans in response to national and state policy and regulation.

February 1998 - January 2000 ***Senior Contingency Planner, SERVS***
Responsible for developing, writing and negotiating the Trans Alaska Pipeline terminal oil spill response contingency plan, the most comprehensive and complex in the nation. Represented SERVS in state and federal negotiations to settle terms and conditions of the plan.

June 1991 - February 1998 **Environmental Programs Manager, SUPSALV**
Managed the Navy's Tier 2 and 3 oil spill response program. Responded to major oil spills upon request of Coast Guard and EPA on-scene coordinators as National Contingency Plan Special Team. Participated in development of national spill response exercise guidelines (PREP). Extensive experience in inter-agency coordination for oil spill response, disaster relief, and other military support to civil authorities. Managed contractors under SUPSALV ESSM contract and salvage contracts, overseeing their actions as SUPSALVREP during operational delivery orders. Participated in numerous national level salvage and oil-spill related events, including Morris Berman grounding and Dominican Republic aircraft recovery. Led spill response training and exercise coordination for all U.S. Navy facilities worldwide. Key coordinator between Navy, NTSB, and FBI during TWA Flight 800 crash recovery.

May 1989 - June 1991 **Senior Marine Engineer, M. Rosenblatt & Son**
Designed mechanical systems for shipboard piping systems, specializing in environmental protection.

1981 - May 1989 **Active Duty, U.S. Navy**
Nine years active military service in U.S. Navy.

Timothy P. Williamson
Assistant Salvage Master **DONJON Marine Co., Inc.**

Education:
B.S. Logistics and Intermodal Transportation, U.S. Merchant Marine Academy (2002)
USCG License, U.S. Merchant Marine Academy (2002)
U.S. Merchant Marine Officer, Third Mate, Unlimited Tonnage
Tankerman Person-In-Charge Endorsement
STCW '95 Certificates (Renewed 2009)

Employment History:

November 2005 - Present **Assistant Salvage Master, DONJON Marine Company, Inc.**

31 Oct – 13 Nov 2012: Site supervisor as part of the U.S. Army Corps of Engineers and U.S. Navy Joint Task Force response to Hurricane Sandy. Coordinated and supervised operations that were critical in the successful dewatering of ten New York City transit locations. Received Navy SUPSALV excellence under pressure recognition.

2005 – 2006 Site supervisor of salvage, debris removal and waterway clearance operations in the Empire, LA, area after the aftermath of Hurricane Katrina. Performed for Navy Supervisor of Salvage, managed the salvage operations of three subcontractors that conducted operations from the land and water, which included equipment of land-based cranes and two heavy lift craft. Identified marine obstruction targets, and developed the daily work assignments for the subcontractors based on equipment and crew best suited for the work. Due to the massive scope of work, numerous salvage techniques/equipment were deployed and utilized during the operations, which included divers, pumps, welding, compressors, ground tackle, etc.

Assistant Salvage Master in the refloating of the M/V Spar Orion, which was a bulk carrier carrying cement that ran aground 0.3 NM east of Port Everglades, FL on a coral reef. Shifted ballast from bow to stern in preparation for high tide, and utilized tugs to maneuver the stern to deeper water once the vessel overcame ground reaction. Vessel was successfully refloated without incident.

Fall 2009 - Assistant salvage master for the archeological recovery of the USS Westfield, a Civil War gunship in Galveston Bay. In addition to a high value cannon recovery, the project included a large amount o unexploded ordinance handling. This was the first ever marine archeological project that utilized environmental dredging operations as an artifact recovery method. Environmental dredging was proposed and utilized due to the site being located in highest ship traffic area in the nation.

Assistant Project Manager for an abandoned shipyard, environmental clean-up, debris recovery, derelict vessel recovery and removal project in Baltimore, MD. A multi-million dollar environmental clean-up of a large scale shipbreaking, industrial demolition, and metal salvage facility. Performed for the Maryland Port Administration in Baltimore Maryland, large scale environmental remediation efforts were undertaken to return the land and waterways to a usable condition, with the presence of approximately 25,000 tons of solid waste, derelict vessels, scrap metal, concrete rubble, tires, friable asbestos and creosoted timber, PCB and mercury containing materials. Refloated various crafts/vessels, and scrapped vessels or relocated for scuttling. Today, portions of the site are being turned into a public park.

Project Supervisor and Site Manager for salvage operations in the aftermath of Hurricane Ike, including responsibilities for locating, removing and disposal of wrecks. Performed for Navy Supervisor of Salvage, oversaw and directed the activities of Task Force 2, whose mission was to conduct large scale debris removal and clear large portion of the Intracoastal Waterway.

Relief Terminal Contract Manager for SMIT Terminals in Equatorial Guinea, Africa. Managed all tug and business operations for SMIT in Equatorial Guinea.

Oil Removal Manager for the M/V Fedra, a vessel shipwrecked in Gibraltar.

JAMES M. WITTE

PROFESSIONAL SUMMARY

Accomplished Executive with expertise in analyzing and defining current business operations, then providing both successful and profitable enhancements. Designing and applying appropriate practical procedures that meets business needs and minimizes risks. With more than 20 years of experience of operations, sales, marketing and personnel.

PROFESSIONAL EXPERIENCE

Division Manager, 2004 – Present
Member of the Board of Directors

Donjon Recycling, a division of Donjon Marine Co., Inc, Hillside, NJ
A processor of ferrous, non ferrous and electronics; two separate facilities located in New York and New Jersey, totaling over 50 employees and a consolidated sales revenue of approximately 30 million dollars a year.

Responsible for the financial performance and growth of the recycling division to include:

- P&L Management
- Budgeting and Expense Control
- Contract and Price Negotiation
- Brand Management
- Sales and Business Development
- Inventory Control
- Loss Prevention
- Personnel Management

- Build and optimize organizational processes, measurement systems and infrastructure to maximize business results financially and operationally.
- Identify and define deficiencies, determine alternative solutions.
- Oversee strategic account planning, business development, sales forecasting, marketing, pricing, training and hiring for both locations.
- Define key operational targets and goals.
- Direct, implement, motivate and evaluate of the work environment to accomplish target business objectives.
- Execute orders to buy or sell commodities, based on market analysis and similar financial derivatives.
- Sale of finished units including hedging and shipment of physical inventory to end user markets, as needed throughout the month.
- Maintain production quotas for finished goods inventory.
- Approve and implement necessary programs consistent with OSHA standards for workplace compliance, to result in reduction of losses.
- Improve safety programs and accident reporting, for positive contribution to the profit of the division.
- New business expansion to include marketing and advertising for facilities operating in new geographic markets
- Consult on other company projects, as it relates to the processing and sale of scrap metal.
- Expand Donjon's portfolio though the acquisition of additional locations and services.

President and Founder, 1997-2001

Focus Recycling Systems, Inc., Middlesex NJ

Consulting and contracting firm offering industrial and commercial businesses environmentally responsible waste disposal options for chemicals, electronics and other hazardous materials.

- Created a new business venture, achieving profitability in a highly competitive industry.
- Solely owned and operated the business.
- Built fundamental infrastructure to grow and provide service to clients.
- Developed strategies and identified markets and opportunity.
- Expanded into new and undeveloped markets and captured market share
- Bid, administered and managed contracts with private and public sector.
- Produced business results and market share growth.
- Ensured revenue growth, P&L and operations management.

1986-1997, Various Positions

Clean Venture / Cycle Chem, Elizabeth NJ

A full service environmental contractor services and RCRA Part "B' treatment, storage and disposal facility, with locations throughout New Jersey, New York, Connecticut, Pennsylvania, Maryland, Virginia and New England area.

Sales Manager

- Designed and implemented the company's first marketing campaign.
- Orientated and trained new Sales Representatives on product line, sales points and sales strategies.
- Consistently identified opportunity for accelerate growth, contributing to higher sales volume.
- Maintained reputation for building and retaining highly motivated sales teams.
- Lead the organization the expansion of markets.
- Responsible for the staffing of personnel and for ensuring continued growth and success.
- Managed advertising and marketing budgets.
- Prepared annual marketing expense budgets according to business objectives; approved and supervised budget's execution to ensure the resources were allocated effectively.

Sales Representative

- Outside Sale Representative, servicing customer accounts.
- Identified new business opportunity.
- Met and exceeded annual sales targets.
- Expanded markets to include specialized waste programs such as, Household Hazardous Waste Days.

Customer Service Representative

- Inside sales and operation support functions.
- Handle all customer relations, to include written and verbal communication.
- Maintained personally established high quality of customer service.
- Cultivated and maintained key account customer relationships.

PROFESSIONAL DEVELOPMENT

The Wharton School of Business, University of Pennsylvania
Executive Education Program

Active Member of: ISRI (Institute of Scrap Recycling Industries)
RIOS (Recycling Industry Operating Standard)

Attends and participates in various training programs, lectures and round tables for both New York and New Jersey chapters.

Green Vision Inc., Nonprofit Organization
Board of Directors, 2010-2011
Organized to allow teens and adults with developmental disabilities, the opportunity to learn and work by dismantling electronic devices for recycling.

EDUCATION

Lehigh University, Bethlehem, PA
Bachelor of Science Business and Economics, Graduate 1986
Phi Kappa Theta Fraternity Member, House Officer

FRANCES COCCO

OBJECTIVE

To obtain a management position that will allow me to utilize my skills, education, training and experience to contribute to company growth.

PROFESSIONAL DEVELOPMENT

- **Managerial Skills:** Directing, implementing, motivating and evaluation of the work environment to accomplish targeting business objectives.
- **Planning Orientation:** Demonstrate competency in operational planning processes and procedures.
- **Communication Skills:** The ability to communicate both verbally and in writing clearly and concisely to formulate win-win solutions.
- **Problem Solving Expertise:** Identifying and defining problems and goals, determining alternative solutions.
- **Technical Expertise:** Specific industry professional knowledge, skills and related attributes (various manufacturers of compact and heavy equipment).

PROFESSIONAL EXPERIENCE

Donjon Recycling, a division of Donjon Marine Co., Inc.
Facility Manager, December 2005- Present

Foley Incorporated, Piscataway NJ

CSA Coordinator/Supervisor, Machinery Division, February 2004 – December 2005

- Responsible for proactively planning and executing Customer Support Agreements for over 900 pieces of equipment to ensure contracted obligations are fulfilled.
- Manage ongoing client demands on a day-to-day basis by communicating with customers efficiently and effectively to manage scheduled equipment maintenance.
- Analyze current business work-flows and results in order to seek process improvements.
- Project and report completion percentages, net gains reports and the overall health of the contractual agreements.
- Coordinate, dispatch and manage Technicians including opening work orders, ordering

Service Writer, Truck Division, July 2002 – February 2004

- Responsible for providing assistance to customers in regards to truck service repairs and clerical/administrative duties.
- Assisted the Supervisor in developing, implementing and maintaining effective truck shop processes and procedures.
- Completed all required paperwork in work order logs, parts and service recaps, petty cash reports and warranty information.
- Reviewed with the customer work to be performed, up-sold additional work and obtained approval.
- Responsible for New Jersey Emmisions regulations and required documentation.

Collector, Corporate, April 2000 – July 2002

- Managed accounts receivable for over 800 customers accounts, heavy customers contact both internal and external.
- Reconciled customer payments and resolved disputed invoices.
- Assisted in the development of strategic plans to collect delinquent receivables.
- Responsible for maintaining all Day Sales Outstanding within 45 days.

EDUCATION

Katharine Gibbs School of Business, Piscataway, NJ

Executive Assistant Program- Certificate

100 Central Ave. Phone (908) 353-2600 / Cell Phone (908) 413-3003
Hillside, NJ 07205 E-mail brian.henry@donjon.com

Brian P. Henry

Experience

Donjon Marine Co., Inc. Hillside, NJ **2004-Present**
Safety Compliance Manager

- Manage and instruct large groups of health, safety and environment professionals and technicians on Donjon Marine construction projects.
- Provide day to day oversight of Safety, Health, Environmental, and Security on Project Sites, Port Operations and Vessels.
- Conduct Internal Safety Audits through the AWO/ISM program
- Conduct worksite evaluations, develop intervention programs, perform preparatory and initial inspections with safety recommendations to the Donjon organization
- Authenticate compliance with contract necessities that pertain to the USACE 385-1-1 Safety and Health Manual, OSHA, and USCG regulations.
- Appraise and implement all aspects of safety inspections on heavy construction equipment prior to mobilization on Dredge & Salvage Projects.
- Work as a generalist, with responsibility for training comprehensive health, safety, and environmental programs, such as RCRA, EPA, DEP, and OSHA.
- Conduct and report all accident and injury investigations, complete USACE 3394 and USCG 2692 and Donjon Marine accident/injury reports for submittal to the appropriate company and government departments.
- Conduct ABS, USCG vessel internal safety audits and inspections with security plan verifications relevant to government authorities i.e. NJ/NY Harbor Operations, Port Authority, Homeland Security Meetings

Jay Cashman, Inc. Boston, MA **2001 - 2004**
KVK 8 Newark Bay Navigational Project NY/NJ
Environmental Health & Safety Manager
*USACE – U.S. Army Corps of Engineers

- Manage large construction and dredging projects to ensure compliance with OSHA and USACE safety requirements. Working in the field as part of the Jay Cashman Project Management Team in charge of all matters relating to job site safety. Conduct and prepare Job Safety Analysis (AHA's), Position Hazard Analysis (PHA's), toolbox safety meetings, construction equipment inspections, accident investigations, and safety training on RCRA. EPA, DEP, and OSHA
- Preparatory & Initial Safety inspections on all equipment for dredge projects.
- USACE – Certified Construction Quality Manager For Contractors (CQM)
- OSHA 30 Hour Construction Safety Certified
- Conduct monthly Safety Management/U.S.A.C.E. meetings
- Responsibilities included reviewing safety officer's reports, hours, and scheduling.

AEROTEK Engineering & Environmental **1998-2001**
Environmental Health & Safety Specialist

- Report to Jay Cashman's Safety Director, all safety reports from daily inspections.
- Dredge Environmental Health & Safety Specialist KVK Navigation Improvement Project 1998-2001
- Prepare and conduct safety toolbox meetings for personnel on the project.
- Conduct safety inspections on all construction equipment on dredge projects.
- Safety training indoctrination of union, and non-union contractors.

On-Site RCRA Manager- Naval Weapons Station-EARLE 1993-1998

- Managed a RCRA Part "B" building and 11 hazardous accumulation sites to ensure compliance with federal RCRA, EPA, DEP, OSHA regulations. Inspected hazardous offloads from naval ships. Responsible for training and managing contractors and naval personnel. Oversee operating procedures pertaining to all safety regulations.
- Current with annual 40 hour hazwoper and continuing refresher training for OSHA (CFR1910 (e)(8), RCRA (40 CFR 264.16©, and DOT (49) CFR 172.704(e)(2)
- Instrumental in effecting over 2500 hazardous material off loads from visiting and homeport ships per year, that yielded more than 3,636,000 lbs. without incident.
- Supervise personnel in charge of maintain inventory records of stored hazardous products at 11 RCRA accumulation sites throughout base and 4 homeport ships.

Exxon Chemical Company, Linden, NJ 1973-1993

Safety Supervisor - Technology Service Division

- Member - Atlantic Region Exxon Safety Accident Investigation Team 9 years
- Awarded certificates for achievement for contributions to Quality Improvements in Safety and Environment (1986-1998)
- Captain & Training Officer Exxon Fire/Haz-Mat Brigade 19 years

Education/Training

New Jersey State Fire College, National Fire Academy, St. Augustine
Fire Academy FL., Union County Technical School, Woodbridge H. S.
NJ Hazardous Waste Manager-40 CFR Part 265.16©
Haz-Mat, D.O.T., Confined Space, CPR and NJ First Aid Responder Certified
National Assoc. of Safety Professionals - Certified Health and Safety Manager
U.S.A.C.E. Certified Construction Manager for Contractors 2004-2014
OSHA 500 Certified 10 & 30 Hour Health and Safety Construction Instructor
OSHA 7505: Accident Investigator Certififed 2009
ABS Academy - Certified International Safety Management II, III, V, Auditor
Ship Yard Competent Person Trained 2010-29CFR 1915 & NAVSEA 009-07
NJ Division of Fire Safety, Certified Fire Firefighter
NJ Division of Fire Safety, Certified Fire/Hazmat Instructor Level II
NJ Division of Fire Safety, Certified Incident Command – Instructor
NJ Division of Fire Safety, Certified Response to Terrorism – Instructor
NJ Division of Fire Safety, Certified Safety Incident Officer
Sr. Fire Instructor – Woodbridge Township Fire Academy
Sr. Fire Instructor – Middlesex County Fire Academy

Achievements

*NWS Earle - Naval Weapons Station –Earle, NJ

- 1998 Individual Meritorious Commendation Award – NWS - Earle
- 1996 Letter of Achievement NWS - Earle
- 1992 Individual Command Safety Award – NWS Earle
- 1980 Exxon Safety Paragon Individual Award
- 1995, 2006 & 2008 Recipient of (3) Woodbridge Twp. Rescue Awards

Memberships/Community Service

Member Fords Fire Co. since 1991 – Present
Served as Fords Fire Co. as Chief in 2000
Member Woodbridge Township Haz-Mat Team 1990 Assist Chief to 1997
Served as Woodbridge Township Haz-Mat 1997-1999
Member NJ State Fire Chiefs Association 1992-Present
Member NJ State Fireman's Exempt Association 1996-Present
NJ State Level II Fire Instructor 1994-Present
NJ State Fire Service Instructors Society 1995-Present
Elected Fire Commissioner Fords Fire Co. No.1 2007- Present

Name: **Brian P. Henry**

Employment Dates: 11/15/2004 thru Present

Employer: Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: **Safety/Compliance Manager - Dredge Division**

Performed work under contract for the U.S. Army Corps of Engineers, U.S. Navy, U.S. Coast Guard, and the Port Authority of New York / New Jersey.

- Manage and instruct large group of health, safety and environment professionals and technicians on Donjon Marine dredge and construction projects.
- Provide day to day oversight of Safety, Health, Environmental, and Security on Project Sites, Port Operations and Vessels.
- Conduct internal company and ship safety audits as a Certified AWO/ISM Auditor
- Conduct worksite evaluations, develop intervention programs, perform preparatory and initial inspections with safety recommendations to the Donjon Marine organization
- Authenticate compliance with contract necessities that pertain to the USACE 385-1-1 Safety and Health Manual, OSHA, and USCG regulations.
- Appraise and implement all aspects of safety inspections on heavy equipment on projects.
- Work as a generalist, with responsibility for training comprehensive health, safety, and environmental programs, such as RCRA, EPA, DEP, and OSHA to ship crews and employees.
- Conduct and report all accident and injury investigations, complete USACE 3394 and USCG 2692 and Donjon Marine accident/injury reports for submittal to the appropriate company and government departments.
- Conduct ABS, USCG vessel and internal safety audits and inspections with security plan verifications relevant to government authorities i.e. NJ/NY Harbor Operations, Port Authority Security Meetings

Dredge Projects

USACE – New York District
United States Army Corps of Engineers
Project Date: 12/20/11 – 3/20/2013 Arthur Kill Channel, Contract 13, S-AK-2
The project involved deepening Contract Area S-AK-2 located in the Arthur Kill from its present maintained depth to a construction depth of —50 feet + 2.0' additional safety clearance + 1.5' paid overdepth (total depth=-53.5 feet below MLW). The volume of material to be removed (including overdredge) within the contract area is approximately 1,626,000 cy.

United States Army Corps of Engineers
Project Date: 2/01/09 Completion Date: 02/28/2010 -Kill Van Kull Navigation Improvement Project, Phase 2, and Contract 8, S -E-1. Deepening of the Elizabeth Channel to -52' Mean Low Water. Contract # WDS912-09-C-0004
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 350,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. After being dewatered at Donjon's dewatering site at Berth 63 in Port Newark, NJ, the silt material was transported to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. The silt was offloaded by OENJ, processed and utilized as a capping material at the Bayonne Brownfield remediation site.

Phase 2 consisted of the removal of approximately 400,000 CY of Clay and glacial till material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Phase 3 consisted of the removal of approximately 25,000 CY of rock material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Shark River Artificial Reef in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

United States Army Corps of Engineers
Maintenance Dredging Jamaica Bay Inlet, New York, Federal Navigation Project Contract No. W912DS-09-C-004
Dredging operations consisted of three (6) distinct phases of work.
Phase 1 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 2 consisted of the removal of approximately 22,565 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map
Phase 3 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map. Removal of all material except rock lying above the plane of 20 feet below MLW with 1 foot from 950 ft to 965 ft (additional volume in the 15 –foot wide strip between the 50 ft and 35 ft offset along the western side of the channel).
Phase 4 consisted of the removal of approximately 20,240 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 5 consisted of the removal of approximately 22,105 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 6 consisted of the removal of approximately 32,285 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.

USACE, NYCEDC, NYC Parks Department, and NY City Housing and Preservation Department – White Island Restoration
Coordinated with multiple Federal, State, and Local agencies for the beach re-nourishment and restoration compensating for wetland destruction on White Island, NY. This project required overseeing the safe operations and safety of the work site and employees both marine and on land. Using heavy construction equipment Donjon utilized four off-road trucks, two bulldozers, two excavators, one loader, one fuel truck and one skid steer that were lifted ashore to support the sand delivery operations. The barge fleet was changed from dump scows to deck barges and a second dredge the Newark Bay was located at White Island to perform offloading operations.

United States Army Corps of Engineers
Project Date: 9/10/04 Completion Date: 10/10/04 - Maintenance Dredging, Seguine Point Reach to -35' mean low water, Raritan Bay, Staten Island, NY. Contract # W912DS-04-C-0016
This dredging project consisted of the removal of approximately 105,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered barges were subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. The processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to both the Donjon operated 1E Meadowlands NJ capping site, as well as to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at both remediation sites.

United States Army Corps of Engineers
Project Date: 9/10/04 Completion Date: 10/10/04 - Port Jersey Outer Channel Deeping, Project #2. Deepening of the Port Jersey Channel to -43' Mean Low Water, Bayonne NJ. Contract # DACW51-03-C-0012
This Project consisted of the removal of approximately 724,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was dewatered at docks within the Port Jersey inner channel.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to both the Donjon operated 1E Meadowlands NJ capping site, as well as to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at both remediation sites.
Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.

New York Sand & Stone
Project Start Date: 11/3/05 t Completion Date: o 11/17/05 - Dredging of Pier J & K, Brooklyn Navy Yard, Brooklyn, NY, Contract # CC-0001
This Project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered barges were towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.

ConocoPhillips, Elizabeth, NJ
Project Start Date: 12/12/05 Completion Date: 12/14/05 - Dredging of Piers A & B, Arthur Kill River, Elizabeth, NJ Contract # 4600012842
This Project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites.

United States Army Corps of Engineers
Project Start Date: 10/6/05 Completion Date: 2/27/05 - Maintenance Dredging, Arthur Kill Reach of the NY and NJ Channels. Contract # W912DS-05-C-0020
This Project consisted of the removal of approximately 90,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered barges were towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.

United States Gypsum Company, Yonkers, NY
Project Start Date: 11/1/05 Completion Date: 11/17/05 Maintenance dredging of American Sugar Refining Docks, Yonkers, NY Contract # 734080
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

United States Army Corps of Engineers
Project Start Date: 7/20/03 Completion Date: 2/12/06 - Arthur Kill River Navigation Improvement Project #1. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # DACW51-03-C-0012
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 413,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to both the Donjon operated 1E Meadowlands NJ capping site, as well as to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at both remediation sites.
Another portion of the dewatered sediment was subsequently towed to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. This dewatered sediment was offloaded by OENJ, processed, and utilized as a capping material at the OENJ Bayonne Brownfield remediation site.
This Phase is 100% completed.
Phase 2 consisted of the removal of approximately 239,000 CY of Clay and glacial till material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
This Phase is 100% completed.

Phase 3 consisted of the on-going removal of 375,000 CY of rock material with our Hydraulic Excavator equipped with an 11.8 CY rock bucket. The material was transported to the Shark River Reef site in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

Battery Park City Authority, Battery Park City, NY
Project Start Date: 4/14/06 Completion Date: 4/26/06 - Emergency Maintenance Dredging, North Cove Marina, Battery Park City, NY Contract # 06-1604
This Project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered barges were towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
It is noteworthy that this project was awarded on a fast-Track emergency basis. The low bidder was given less than four (4) weeks to line up the disposal sites, dredge the area, and dispose of the material, which Donjon successfully completed.

P&O Ports North America, Inc
Project Start Date: 4/1/06 Completion Date: 5/5/06 - Maintenance dredging of Berths 88/90/92 at Passenger Ship Terminal, Hudson River, NY, NY, Contract # Agreement for Services
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

IMTT-Bayonne
Project Start Date: 6/26/06 Completion Date: 7/18/06 Maintenance dredging of various Berths at IMTT, Kill Van Kull River, Bayonne NJ. Contract # BA0694A
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.

Global Terminal & Container Services
Project Start Date: 12/19/05 Completion Date: 8/15/06 - Global Terminal & Container Services Berth Deepening, Port Jersey Channel, Jersey City, NJ. Contract # 73-7LT-05-2240
Dredging operations consisted of four (4) distinct phases of work.
Phase 1 consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Phase 2 consisted of the removal of Clay and glacial till material with Donjon's hydraulic excavator equipped with an 11.8 CY bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
Phase 3 consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket after the reopening of an environmental window on 6/1/06. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in

Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Phase 4 consisted of the removal of Clay and glacial till material with Donjon's hydraulic excavator equipped with an 11.8 CY bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

United States Gypsum Company
Project Start Date: 10/20/06 Completion Date: 11/15/06 - Maintenance dredging of U S Gypsum dock, Hudson River, Stoney Point, NY Contract # 734080
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

The Port Authority of New York and New Jersey
Project Start Date: 12/19/05 Completion Date: 11/19/06 - Howland Hook Berth Deepening, Arthur Kill River, Staten Island, NY Contract # HH-934.553
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 15,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of approximately 33,000 CY of Rock with Donjon's hydraulic excavator equipped with an 11.8 CY bucket. The material was transported to the Shark River Artificial Reef in Donjon's 4,000 CY hydraulic dumpscows. The material was used as an artificial Reef material.

United States Navy, SUPSALV Division
Project Start Date: 11/13/06 Project Completion Date: 12/1/06 Emergency dredging of Intrepid Pier 86 Intrepid, Free U.S.S. Intrepid for tow
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

United States Army Corps of Engineers
Project Start Date: 2/1/05 Completion: 1/29/07 Arthur Kill River Navigation Improvement Project #2. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # W912DS-05-C-0003
Dredging operations consist of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 705,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to a Berth 32 offloading facility where it will be offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Another portion of the dewatered sediment was towed to the Bayshore Recycling facility in Perth Amboy, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Bayshore Recycling into a 26,000 CY capacity ship for ultimate processing and disposal by Biogenesis Enterprises, Inc.

Phase 2 consisted of the removal of approximately 1,000,000 CY of Clay and glacial till material by our subcontractor Great Lakes dredge and Dock Co.
Phase 3 consisted of the on-going removal of 300,000 CY of rock material by our subcontractor Great Lakes dredge and Dock Co.

United States Army Corps of Engineers
Project Start Date: 10/6/05 Completion Date: 1/31/07 - Maintenance Dredging, South Brothers Island Channel, East River, NY Contract # W912DS-07-C-0001
This Project consisted of the removal of approximately 140,970 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

United States Army Corps of Engineers
Project Start Date: 5/15/07 Completion Date: 6/24/07 Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ Contract # W912DS-05-C-0020
This Project consisted of the removal of approximately 140,970 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Turner Construction Company
Project Start Date: 6/27/09 Completion Date: 9/25/07 - Dredging of West 59th Street Marine Transfer Station, NY, NY Contract # CONT 1110/D-1
This Project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Turner Construction Company
Project Start Date: 5/15/07 Completion Date: 11/13/07 - Dredging of New York Cruise Terminals, Hudson River, NY, NY Contract # 1105
Dredging operations consisted of Two (2) distinct phases of work.
Phase 1 consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of Clay and glacial till material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

P&O Ports North America, Inc
Project Start Date: 4/5/08 Completion Date: 5/15/08 - Maintenance dredging of Berths 88/90/92 at New York Cruise Terminal, Hudson River, NY, NY Contract # 208016
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

C. G. Chase Construction Management, Inc.
Project Start Date: 6/23/08 Completion Date: 7/3/08 - Dredging of Royal Caribbean Dock, Port Jersey Channel, Bayonne, NJ
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Port Authority of New York and New Jersey
Project Start Date: 10/1/08 Completion Date: 5/31/08 - Dredging of Piers 9A and 10, Hudson River, Brooklyn, NY Contract # BP 651.020
Dredging operations consisted of the removal of approximately 24,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

United States Navy, SUPSALV Division
Project Start Date: 7/7/08 Completion: 9/14/08 - Pier 86 Intrepid Deepening to -32' MLW, NY, NY
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
United States Army Corps of Engineers
Project Start Date: 3/15/07 Completion Date: 10/31/08 - Anchorage Channel Deepening to -52' MLW, Staten Island, NY Contract # W912DS-07-C-0003
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,100,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. A portion of the processed dredge material was also transported to the Overpeck Landfill in Secaucus and was utilized as a clean capping material at Overpeck.
Phase 2 consisted of the removal of approximately 120,000 CY of sand material with an 8 CY conventional bucket. The sandy material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Hess Corporation
Deepening of Amerada Hess Dock, Kill Van Kull River, Bayonne, NJ Contract # CTE-1787
Dredging operations consisted of the removal of silty/sandy material with a Hydraulic Backhoe. The silty/sandy material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered

sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

United States Army Corps of Engineers
Project Start Date: 10/3/08 Completion Date: 12/15/08 - Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ
This Project consisted of the removal of approximately 63,665 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats, subsequently offloaded by Fresh Kills, and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Port Authority of New York and New Jersey
Project Start Date: 4/26/07 Completion Date: 12/6/08 - Dredging of Port Authority Multi-facility Berths, Port Newark/Port Elizabeth/Brooklyn NJ/NY Contract # MFP-684.002
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 196,455 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the processed dredge material was transported to the Overpeck Landfill in Secaucus and was utilized as a clean capping material at Overpeck. Another portion of the processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Phase 2 consisted of the removal of approximately 118,614 CY of clay/till/sandy material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Kinder Morgan Liquid Terminals
Project Start Date: 11/6/08 Completion Date: 12/8/08 - Dredging of Kinder Morgan Dock, Arthur Kill River, Carteret, NJ Contract # WD 473275-1-CONT
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of the processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the processed dredge material was trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Port Authority of New York and New Jersey
Project Start Date: 6/10/08 Completion Date: 5/27/09 - Deepening of Berths 8 and 10, Port Newark channel, Port Newark, NJ Contract # PN-354.042A
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,354 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats.

This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Phase 2 consisted of the removal of approximately 18,814 CY of Clay with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Kinder Morgan Liquid Terminals

Project Start Date: 11/6/08 Completion Date: 12/8/08 - Dredging of Kinder Morgan Dock, Arthur Kill River, Perth Amboy, NJ Contract # WD 473275-1-CONT

Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Name:	**Stephany Domingos**
Position:	**Human Resources Manager & Dredging Executive Assistant**
Companies:	**Donjon Marine Co., Inc.** **Witte Heavy Lifting Towing Division (Union Labor)**
Reports to:	**President/Executive Vice President**

Role Overview:

Directly responsible for all administration, coordination, and evaluation of the Human Resources function for over 200 employees. Under limited supervision, performs complex clerical duties following established procedures in the following areas: Administration of benefits plans (medical/dental/life), Administration of Equal Employment Opportunity and Affirmative Action Program, Records maintenance of all personnel transactions (applicants, hires, promotions, performance evaluations, terminations etc.) and government reporting (EEO & VETS). Responsible for agency compliance with Federal and State legislation as well as U.S. Coast Guard regulations pertaining to all personnel matters. Developed and maintains a human resources system that meets agency personnel information needs.

Role Responsibilities

BENEFITS COORDINATOR

- Responsible for administration of employee benefits for all company locations with over 200 employees.
- Implements all benefits programs; distributes all benefit enrollment materials and determine eligibility.
- Communicates benefits programs, plan provisions and changes to employees.
- Provides guidance and assistance to all employees with benefit inquiries and complaints. Assists with claim disputes communicating with physicians, hospitals/facilities and insurance carriers to facilitate proper and complete utilization of benefits and ensure a quick resolution.
- Assists with annual renewal of medical, dental and life insurance plans; develops Census Data for brokers, arranges for distribution of materials from carriers, assists with communicating changes to employees and processes changes within deadlines.
- Administers Enrollment/Life Status Changes/Terminations of employees for all company locations. Processes required documents through payroll and insurance carriers to ensure accurate record keeping and payroll deductions. Serves as the COBRA Administrator and ensures compliance.
- Assures company compliance with all benefit plan contracts.
- Processes and verifies the calculation of the monthly premiums statements for medical, dental and life insurance policies. Resolves administrative problems with the carrier representatives.
- Primary contact for all benefit carriers; Work effectively with all contacts to ensure plans run smoothly. Investigate discrepancies and provide information in non-routine situations.

PERSONNEL MANAGER

- Responsible for administration of various human resources plans and procedures for all companies and locations with over 200 employees. Plans, organizes and performs all duties of the department.
- Conducts new employee orientations; arranges pre-employment physical and drug screen testing; conducts background checks in accordance with USCG regulations.
- Process new hire, status change and terminations in ADP payroll system.
- Prepares and maintains employee files assuring accuracy, compliance and confidentiality; performs paper and system audits as necessary.
- Maintains all I-9 Forms and ensures compliance with Department of Homeland Security and US Citizenship and Immigration Services. Conducts annual I-9 internal audit to ensure compliance.
- Maintains applicant records in accordance with DOL regulations.
- Developed and administers the Equal Employment Opportunity and Affirmative Action Programs. Maintains records, reports, and logs to conform to EEO regulations.
- Prepares and files government reports related to EEO and VETS compliance.

- Assists in the development and implementation of personnel policies and procedures; prepares and maintains handbook on policies and procedures. Makes recommendations to management on policies and procedures on personnel matters. Writes and delivers presentations to upper management regarding policies and procedures. Consults with legal counsel to ensure that policies comply with Federal and State law.
- Helps employees and supervisors to settle work related conflicts through advice and recommendation.
- Developed and maintains Human Resource Information System (HRIS) records and complies reports from database for reporting.
- Maintains compliance with Federal, State and Coast Guard regulations pertaining to all personnel matters. Communicates changes in regulations and ensures compliance is followed.
- Documents leave of absence requests, disability paperwork: medical, personal, disability, FMLA or FLA. Effectively interprets FLA, FMLA and ADA implications as they relate to leave of absences and employers responsibilities.
- Represents company at personnel-related hearings and investigations i.e. unemployment.
- Identifies legal requirements and government reporting regulations affecting the company and ensures policies, procedures and reporting are in compliance. Oversees the analysis, maintenance and communication of records required by law or local governing bodies.
- Assists safety department with record keeping of all employee training. Run reports from database when needed for AWO and ISM audits. Safety Training; records all records for safety department & audits
- TWIC program. Assisted in getting all employees registered. Maintains records of all TWIC cards and developed database to track all expiration dates.
- Maintains Random Drug Testing Program as required by USCG regulation for all vessel employees; successfully passed USCG Compliance Audit on 8/6/09.
- Developed and Maintains database tracking of Documents/Licenses/Physicals/Safety Training required for each tug and position in the Vessel department and WHLT division. Successfully passed all AWO and ISM audits for the past 8 years.
- Compiles Sea Service letters for all vessel and WHLT employees.
- Maintains DOT Truck Driver files, DOT physicals and Random Drug Screens in accordance with Dept of Transportation Regulations.

DREDGING EXECUTIVE ASSISTANT

- Responsible for reporting on all Corp projects utilizing the RMS system; Report of Operations, CQC Report, Monthly Exposure Reports, Fuel Usage Reports, Air Emission Reports, Pay Estimates etc..
- AMEX: Monthly reporting of all charges.
- Assists with crewing of dredges and personnel issues.
- Provides administrative assistance: developed system for filing and organization of job files, drafts letters & correspondences, creates spreadsheets/reports for debris tickets, fuel usage reports etc..
- Attends pre-construction meetings.

Performance/Knowledge/Skills and Abilities Factors

- Considerable knowledge of principles and practices of personnel administration gained through 10 years of experience in the Human Resources field.
- Completes work in a timely, accurate and thorough manner and is conscientious about assignments/projects.
- Strong organizational, administrative and data management skills with a keen ability to prioritize and multi-task with effective planning.

- Ability to consistently meet daily, weekly and monthly deadlines.
- Handles sensitive and confidential information. Maintains high level of confidentiality.
- Proficient and knowledgeable of computer software applications. Able to develop and maintain databases and spreadsheets.
- Works with all departments/divisions on special projects and seeks additional responsibilities.
- Ability to work effectively in a team environment with associates.
- Good attendance. Reliable. Long standing employee for 8 years.

Jason M. McLaughlin

[redacted] – Jason.mclaughlin@donjon.com

Regulatory and Compliance Manager / Assistant Port Engineer DONJON Marine Co., Inc.

Formal Training:

A. **Donjon Marine Co., Inc.,**
- Port Facility Security Officer
- OSHA 30-hour Committed Safety Training
- Hazardous Materials Handling, Training, and Testing
- Shipyard Competent Person / Gas Detection Certified
- American Bureau of Shipping, Marine Internal Auditor Certified
- CPR & First Aid Certified
- American Bureau of Shipping Drydocking and Repair Certified
- Rigging Safety Training

B. **U. S. Coast Guard, Boatswains Mate 3rd Class**
- Advanced Small Boat Handling / Search and Rescue
- Fisheries Regulation and Law Enforcement Training
- Alien Immigration / Law Enforcement Training
- Qualified and Trained in narcotics, drug detection and law enforcement

1 . Present Employment:
Company Name: **Donjon Marine Co., Inc.**
Address: 100 Central Ave, Hillside, NJ 07205
Dates Employed: 2007- Present
Business Type: Salvage, Wreck Removal, Heavy Lift Operations, Dredging and Marine Operations, Shipbuilding and Repairs
Position Title: **Regulatory and Compliance Manager / Assistant Port Engineer**

- Oversee all vessel regulatory commitments to the rules set forth by the American Bureau of Shipping, United States Coast Guard, American Waterways Association, Environmental Protection Agency, NOAA and other government agencies.

- Conduct all vessel inspections annually with the USCG, American Bureau of Shipping and National Cargo Bureau including but not limited to all towing vessels, ocean going and inland barges, Split hopper barges, USCG certified manned crane barges involved in salvage, heavy lift operations, cargo transportation and dredging.

- Analyze, plan, budget and oversee vessel shipyard repairs within the guidelines set for by the American Bureau of Shipping and United States Coast Guard and ensure quality control and time management.

- Certified, inspect and monitor vessel tanks and voids to ensure safe operations for personnel working in enclosed and dangerous areas during vessel drydocking, repairs and inspections as a qualified Marine Competent Person.

- Oversee and conduct corporate and vessel audits & reviews to ensure Donjon supersedes satisfaction of safety to all their personnel, vessels, equipment and the environment in which we operate and report to upper management for review and advise on areas of improvement.

- Track and ensure all vessels and personnel have proper certificates, documentation and licensing according to USCG guidelines.

I have worked as Project Manager for various projects including vessel removal in the aftermath of Hurricane Ike. Also, Donjon's response to Hurricane Sandy and supervised multiple teams of salvage personnel involving the U.S. Army Corp of Engineers and Navy Supervisors of Salvage (SUPSALV) in the operations of the pumping and support equipment required to pump out all of the NYC flooded tunnels, World Trade Center construction site and Kearny NJ Rail Substation.

I also manage and ensure Compliance and Regulatory requirements for all donjon vessels, company owned Donjon Marine equipment and personnel. This includes the management of all company audits as it pertains to the American Waterway Operators (AWO) - Responsible Carrier Program (RCP) and the IMO International Safety Management Code-Safety Management System (SMS).

Previous Employment:
Company Name: **United States Coast Guard**
Address: Cape May, NJ
Position Title: Boatswains Mate 3rd Class
Work Description: **Search and Rescue, Alien Immigration, Fisheries law Enforcement**

Education
Burlington County College – 2 years
Business Administration academics

Gordon R. Lorenson
Project Manager **DONJON Marine Co., Inc.**

1. Applicant:

Gordon Lorenson
Date and Place of Birth: [redacted]
Citizenship: [redacted]
Position: Project Manager

2. Education:

Maine Maritime Academy August 2009 - May 2011
Masters of Science: International Business and Logistics
Concentration: Maritime Management
USCG 200 Ton License Program

The University of Maine, Orono, ME September 2002 – December 2006
Bachelors of Science: Marine Biology
College of Natural Sciences, School of Marine Sciences

3. Formal Training:

- **U. S. Coast Guard, 200T Near Coastal Mates License 2011**
- Marine Internal Auditor, American Bureau of Shipping 2012
- CPR & First Aid, renewed 2012
- STCW 95: International Standards of Training, Certification and Watchkeeping for Seafarers, 2010.
- National Incident Management System (NIMS) 2012

4 . Present Employment:

Company Name: **Donjon Marine Co., Inc.**
Address: 100 Central Ave, Hillside, NJ 07205
Dates Employed: 2011- Present
Business Type: Salvage, Wreck Removal, Harbor Clearance, Dredging and Marine Operations
Position Title: Project Manager

Project Manager

- Have recently worked in roles as both Project Manager / Logistics & Financial Manager for many Donjon Marine projects. Most recently, tasked as the onsite logistics/ financial manager for USCG BOA Contract for the wreck removal of a 184-foot tanker John B Caddell from the shores of Staten Island. **Dec 1, 2012 – Dec 12, 2012**
- As a result of Hurricane Sandy, worked as project manager on recent barge sinking's and stranding's that have required Donjon's salvage efforts. As a part of Donjon's response to Hurricane Sandy, under Donjon's US Navy Salvage Contract, it was the managers responsibility to ensure placement and operation of the pumping and support equipment required to pump out all of the NYC flooded tunnels, World Trade Center construction site, Kearny, NJ Rail Substation; Donjon provided over 80,000 gallons per minute of pumping capability within 36 hours of the initial call and worked alongside many other responders from the U.S. Army Corps of Engineers, U.S. Navy, Port Authority of New York and New Jersey, the New York City Police and Fire Departments, and representatives of various New York City transportation organizations. **October 29 2012- November 15 2012**
- Before Hurricane Sandy, project manager responsibilities included many salvage operations including, barge salvage on the Hudson River, Salvage of the ex-Staten Island Ferry Gov. Herbert Lehman and Salvage of the N.Y. P.A. vessel that scuttled off Long Island.

Safety, Compliance Manager

Supervises and coordinates the administration of the safety program for all corporate projects and company owned entities to include Donjon Marine Co., Inc., DMC Marine, Witte Heavy Lift and Donjon Scrap. Leads all investigations for Donjon Marine and supervises over any reportable accidents or injuries with cooperation given to regulatory authorities to include: USCG, OSHA, USACE, Port Authority of New York & New Jersey, New Jersey DEP and State Police units. Coordinates and tracks all the compliance, regulatory and training for Donjon Marine 200+ employees and any owned or operated equipment in accordance with Federal, State, and company regulations and procedures. Conduct all company

audits as it pertains to belonging to the American Waterway Operators (AWO) - Responsible Carrier Program (RCP) and the IMO International Safety Management Code- Safety Management System (SMS).

Previous Employment:

Company Name: **IMET Corporation**
Address: **Cleveland, Ohio**
Dates Employed: 2007-2009
Business Type: Environmental Services / Water Treatment Technologies
Position Title: Manager of Technical Services
Work Description: Part of a team that developed, built and marketed a proprietary wastewater treatment system in Turkey as a basis for marketing expansion in Europe. Managed the field/onsite installation team of IMET wastewater treatment technology. Contributed field experience to the design and product development team with Niagara Environmental Technologies. Supply chain management responsibilities include: materials procurement, manufacturing, testing, and domestic and international shipping

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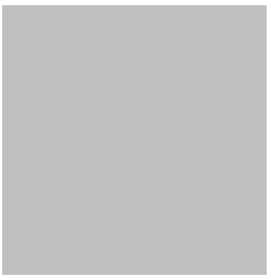
Thomas Coyne



thomas.coyne@donjon.com

1997-present DonJon Marine

2009-present: **Operation Supervisor:** Oversea daily operations of mechanical and salvage functions.

2012 Hurricane Sandy:

- Part of New York City joint task force with the US Army Corp of Engineers and US Navy. Critical in dewatering of 10 New York City transit locations such as battery connecting tunnel and the Montague Line.
- Wreck removal at Naval Weapons Station Earle.

2012 Newburgh, NY:

- Salvage of ex- ferry boat, Gov. Herbert H. Lehman.
- Supervise dive operations and making of patches to raise ferry.

2011 Pell Bridge, Newport RI:

- Salvage of SEI Barge in 110 Feet of water.
- Lead dive control operator.

2009 Rock of Gibraltar:

- Motor Vessel Fedra, salvage and removal from Rock of Gibraltar
- Disposal of scrap metal and debris.
- Containment of oil to avoid environmental leakage.

1997-2009: **Mechanic, Salvage Technician:** Maintain tug boats and crane barges.

2005 Hurricane Katrina:

- Assisted in removal of vessels from leeves.
- Removed over 200 wrecks from Bayou and Gulf of Mexico.
- Maintained equipment.

Certificates and training:

- 100 ton master USCG
- OSHA 30 Hr safety construction certificate
- Basic and advanced marine firefighting
- STCW Certification
- First aid/CPR
- Hazwoper; Hazardous Waste Operations and Emergency Response

Name: **Anthony LoPresti**

Employment Dates: 9/13/1998 thru Present

Employer: Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: Quality Control Representative, Dredge Superintendent, Demolition Superintendent
Assistant Salvage Master

Performed work under contract for the U.S. Army Corps of Engineers, U.S. Navy, U.S. Coast Guard, and the Port Authority of New York / New Jersey.

- Ensured all work is performed in full compliance with contract compliance.
- Verified adequacy of controls.
- Established levels of workmanship.
- Resolved differences.
- Checked safety to include compliance with and upgrading of corporate safety plans.
- Checked daily during performance of work to assure control activities are provided continued compliance with contracts.
- Conducted follow-up checks for deficiencies and corrected them prior to the start of additional phases of work.

Dredge Projects

USACE – New York District
United States Army Corps of Engineers
Project Date: 12/20/11 – 3/20/2013 Arthur Kill Channel, Contract 13, S-AK-2
The project involved deepening Contract Area S-AK-2 located in the Arthur Kill from its present maintained depth to a construction depth of —50 feet + 2.0' additional safety clearance + 1.5' paid overdepth (total depth=-53.5 feet below MLW). The volume of material to be removed (including overdredge) within the contract area is approximately 1,626,000 cy.

United States Army Corps of Engineers
Project Date: 2/01/09 Completion Date: 02/28/2010 -Kill Van Kull Navigation Improvement Project, Phase 2, and Contract 8, S -E-1. Deepening of the Elizabeth Channel to -52' Mean Low Water. Contract # WDS912-09-C-0004
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 350,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. After being dewatered at Donjon's dewatering site at Berth 63 in Port Newark, NJ, the silt material was transported to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. The silt was offloaded by OENJ, processed and utilized as a capping material at the Bayonne Brownfield remediation site.
Phase 2 consisted of the removal of approximately 400,000 CY of Clay and glacial till material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
Phase 3 consisted of the removal of approximately 25,000 CY of rock material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Shark River Artificial Reef in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

United States Army Corps of Engineers
Maintenance Dredging Jamaica Bay Inlet, New York, Federal Navigation Project Contract No. W912DS-09-C-004
Dredging operations consisted of three (6) distinct phases of work.
Phase 1 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 2 consisted of the removal of approximately 22,565 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map
Phase 3 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map. Removal of all material except rock lying above the plane of 20 feet below MLW with 1 foot from 950 ft to 965 ft (additional volume in the 15 –foot wide strip between the 50 ft and 35 ft offset along the western side of the channel).
Phase 4 consisted of the removal of approximately 20,240 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 5 consisted of the removal of approximately 22,105 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 6 consisted of the removal of approximately 32,285 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.

USACE, NYCEDC, NYC Parks Department, and NY City Housing and Preservation Department – White Island Restoration
Coordinated with multiple Federal, State, and Local agencies for the beach re-nourishment and restoration compensating for wetland destruction on White Island, NY. This project required overseeing the safe operations and safety of the work site and employees both marine and on land. Using heavy construction equipment Donjon utilized four off-road trucks, two bulldozers, two excavators, one loader, one fuel truck and one skid steer that were lifted ashore to support the sand delivery operations. The barge fleet was changed from dump scows to deck barges and a second dredge the Newark Bay was located at White Island to perform offloading operations.

United States Army Corps of Engineers
Project Date: 9/10/04 Completion Date: 10/10/04 - Maintenance Dredging, Seguine Point Reach to -35' mean low water, Raritan Bay, Staten Island, NY. Contract # W912DS-04-C-0016
This dredging project consisted of the removal of approximately 105,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered barges were subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. The processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to both the Donjon operated 1E Meadowlands NJ capping site, as well as to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at both remediation sites.

United States Army Corps of Engineers
Project Date: 9/10/04 Completion Date: 10/10/04 - Port Jersey Outer Channel Deeping, Project #2. Deepening of the Port Jersey Channel to -43' Mean Low Water, Bayonne NJ. Contract # DACW51-03-C-0012
This Project consisted of the removal of approximately 724,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was dewatered at docks within the Port Jersey inner channel.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to both the Donjon operated 1E Meadowlands NJ capping site, as well as to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at both remediation sites.
Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.

New York Sand & Stone
Project Start Date: 11/3/05 t Completion Date: o 11/17/05 - Dredging of Pier J & K, Brooklyn Navy Yard, Brooklyn, NY, Contract # CC-0001
This Project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered barges were towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.

ConocoPhillips, Elizabeth, NJ
Project Start Date: 12/12/05 Completion Date: 12/14/05 - Dredging of Piers A & B, Arthur Kill River, Elizabeth, NJ Contract # 4600012842
This Project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites.

United States Army Corps of Engineers
Project Start Date: 10/6/05 Completion Date: 2/27/05 - Maintenance Dredging, Arthur Kill Reach of the NY and NJ Channels. Contract # W912DS-05-C-0020
This Project consisted of the removal of approximately 90,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered barges were towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.

United States Gypsum Company, Yonkers, NY
Project Start Date: 11/1/05 Completion Date: 11/17/05 Maintenance dredging of American Sugar Refining Docks, Yonkers, NY Contract # 734080
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

United States Army Corps of Engineers
Project Start Date: 7/20/03 Completion Date: 2/12/06 - Arthur Kill River Navigation Improvement Project #1. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # DACW51-03-C-0012
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 413,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to both the Donjon operated 1E Meadowlands NJ capping site, as well as to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at both remediation sites.
Another portion of the dewatered sediment was subsequently towed to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. This dewatered sediment was offloaded by OENJ, processed, and utilized as a capping material at the OENJ Bayonne Brownfield remediation site.
This Phase is 100% completed.
Phase 2 consisted of the removal of approximately 239,000 CY of Clay and glacial till material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
This Phase is 100% completed.
Phase 3 consisted of the on-going removal of 375,000 CY of rock material with our Hydraulic Excavator equipped with an 11.8 CY rock bucket. The material was transported to the Shark River Reef site in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

Battery Park City Authority, Battery Park City, NY
Project Start Date: 4/14/06 Completion Date: 4/26/06 - Emergency Maintenance Dredging, North Cove Marina, Battery Park City, NY Contract # 06-1604
This Project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered barges were towed to

Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
It is noteworthy that this project was awarded on a fast-Track emergency basis. The low bidder was given less than four (4) weeks to line up the disposal sites, dredge the area, and dispose of the material, which Donjon successfully completed.

P&O Ports North America, Inc
Project Start Date: 4/1/06 Completion Date: 5/5/06 - Maintenance dredging of Berths 88/90/92 at Passenger Ship Terminal, Hudson River, NY, NY, Contract # Agreement for Services
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

IMTT-Bayonne
Project Start Date: 6/26/06 Completion Date: 7/18/06 Maintenance dredging of various Berths at IMTT, Kill Van Kull River, Bayonne NJ. Contract # BA0694A
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.

Global Terminal & Container Services
Project Start Date: 12/19/05 Completion Date: 8/15/06 - Global Terminal & Container Services Berth Deepening, Port Jersey Channel, Jersey City, NJ. Contract # 73-7LT-05-2240
Dredging operations consisted of four (4) distinct phases of work.
Phase 1 consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Phase 2 consisted of the removal of Clay and glacial till material with Donjon's hydraulic excavator equipped with an 11.8 CY bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
Phase 3 consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket after the reopening of an environmental window on 6/1/06. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Phase 4 consisted of the removal of Clay and glacial till material with Donjon's hydraulic excavator equipped with an 11.8 CY bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

United States Gypsum Company
Project Start Date: 10/20/06 Completion Date: 11/15/06 - Maintenance dredging of U S Gypsum dock, Hudson River, Stoney Point, NY Contract # 734080
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was

precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

The Port Authority of New York and New Jersey
Project Start Date: 12/19/05 Completion Date: 11/19/06 - Howland Hook Berth Deepening, Arthur Kill River, Staten Island, NY Contract # HH-934.553
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 15,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of approximately 33,000 CY of Rock with Donjon's hydraulic excavator equipped with an 11.8 CY bucket. The material was transported to the Shark River Artificial Reef in Donjon's 4,000 CY hydraulic dumpscows. The material was used as an artificial Reef material.

United States Navy, SUPSALV Division
Project Start Date: 11/13/06 Project Completion Date: 12/1/06 Emergency dredging of Intrepid Pier 86 Intrepid, Free U.S.S. Intrepid for tow
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

United States Army Corps of Engineers
Project Start Date: 2/1/05 Completion: 1/29/07 Arthur Kill River Navigation Improvement Project #2. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # W912DS-05-C-0003
Dredging operations consist of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 705,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to a Berth 32 offloading facility where it will be offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Another portion of the dewatered sediment was towed to the Bayshore Recycling facility in Perth Amboy, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Bayshore Recycling into a 26,000 CY capacity ship for ultimate processing and disposal by Biogenesis Enterprises, Inc.
Phase 2 consisted of the removal of approximately 1,000,000 CY of Clay and glacial till material by our subcontractor Great Lakes dredge and Dock Co.
Phase 3 consisted of the on-going removal of 300,000 CY of rock material by our subcontractor Great Lakes dredge and Dock Co.

United States Army Corps of Engineers
Project Start Date: 10/6/05 Completion Date: 1/31/07 - Maintenance Dredging, South Brothers Island Channel, East River, NY Contract # W912DS-07-C-0001
This Project consisted of the removal of approximately 140,970 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping

material at Encap's sites. Another portion of the processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

United States Army Corps of Engineers
Project Start Date: 5/15/07 Completion Date: 6/24/07 Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ Contract # W912DS-05-C-0020
This Project consisted of the removal of approximately 140,970 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Turner Construction Company
Project Start Date: 6/27/09 Completion Date: 9/25/07 - Dredging of West 59th Street Marine Transfer Station, NY, NY Contract # CONT 1110/D-1
This Project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Turner Construction Company
Project Start Date: 5/15/07 Completion Date: 11/13/07 - Dredging of New York Cruise Terminals, Hudson River, NY, NY Contract # 1105
Dredging operations consisted of Two (2) distinct phases of work.
Phase 1 consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of Clay and glacial till material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

P&O Ports North America, Inc
Project Start Date: 4/5/08 Completion Date: 5/15/08 - Maintenance dredging of Berths 88/90/92 at New York Cruise Terminal, Hudson River, NY, NY Contract # 208016
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

C. G. Chase Construction Management, Inc.
Project Start Date: 6/23/08 Completion Date: 7/3/08 - Dredging of Royal Caribbean Dock, Port Jersey Channel, Bayonne, NJ
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Port Authority of New York and New Jersey
Project Start Date: 10/1/08 Completion Date: 5/31/08 - Dredging of Piers 9A and 10, Hudson River, Brooklyn, NY Contract # BP 651.020
Dredging operations consisted of the removal of approximately 24,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

United States Navy, SUPSALV Division
Project Start Date: 7/7/08 Completion: 9/14/08 - Pier 86 Intrepid Deepening to -32' MLW, NY, NY
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
United States Army Corps of Engineers
Project Start Date: 3/15/07 Completion Date: 10/31/08 - Anchorage Channel Deepening to -52' MLW, Staten Island, NY Contract # W912DS-07-C-0003
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,100,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. A portion of the processed dredge material was also transported to the Overpeck Landfill in Secaucus and was utilized as a clean capping material at Overpeck.
Phase 2 consisted of the removal of approximately 120,000 CY of sand material with an 8 CY conventional bucket. The sandy material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Hess Corporation
Deepening of Amerada Hess Dock, Kill Van Kull River, Bayonne, NJ Contract # CTE-1787
Dredging operations consisted of the removal of silty/sandy material with a Hydraulic Backhoe. The silty/sandy material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

United States Army Corps of Engineers
Project Start Date: 10/3/08 Completion Date: 12/15/08 - Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ
This Project consisted of the removal of approximately 63,665 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats, subsequently offloaded by Fresh Kills, and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Port Authority of New York and New Jersey
Project Start Date: 4/26/07 Completion Date: 12/6/08 - Dredging of Port Authority Multi-facility Berths, Port Newark/Port Elizabeth/Brooklyn NJ/NY Contract # MFP-684.002
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 196,455 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the processed dredge material was transported to the Overpeck Landfill in Secaucus and was utilized as a clean capping material at Overpeck. Another portion of the processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Phase 2 consisted of the removal of approximately 118,614 CY of clay/till/sandy material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Kinder Morgan Liquid Terminals
Project Start Date: 11/6/08 Completion Date: 12/8/08 - Dredging of Kinder Morgan Dock, Arthur Kill River, Carteret, NJ Contract # WD 473275-1-CONT
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of the processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the processed dredge material was trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Port Authority of New York and New Jersey
Project Start Date: 6/10/08 Completion Date: 5/27/09 - Deepening of Berths 8 and 10, Port Newark channel, Port Newark, NJ Contract # PN-354.042A
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,354 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of approximately 18,814 CY of Clay with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Kinder Morgan Liquid Terminals
Project Start Date: 11/6/08 Completion Date: 12/8/08 - Dredging of Kinder Morgan Dock, Arthur Kill River, Perth Amboy, NJ Contract # WD 473275-1-CONT
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Name: Mr. Kevin Scott Gibbs

Employment Dates: 3/28/2005 thru Present

Employer: Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: Quality Control Representative, Dredge Superintendent, Demolition Superintendent
Assistant Salvage Master

Performed work under contract for the U.S. Army Corps of Engineers, U.S. Navy, U.S. Coast Guard, and the Port Authority of New York / New Jersey.

- Ensured all work is performed in full compliance with contract compliance.
- Verified adequacy of controls.
- Established levels of workmanship.
- Resolved differences.
- Checked safety to include compliance with and upgrading of corporate safety plans.
- Checked daily during performance of work to assure control activities are provided continued compliance with contracts.
- Conducted follow-up checks for deficiencies and corrected them prior to the start of additional phases of work.

Dredge Projects

USACE – New York District
United States Army Corps of Engineers
Project Date: 12/20/11 – 3/20/2013 Arthur Kill Channel, Contract 13, S-AK-2
The project involved deepening Contract Area S-AK-2 located in the Arthur Kill from its present maintained depth to a construction depth of —50 feet + 2.0' additional safety clearance + 1.5' paid overdepth (total depth=-53.5 feet below MLW). The volume of material to be removed (including overdredge) within the contract area is approximately 1,626,000 cy.

United States Army Corps of Engineers
Project Date: 2/01/09 Completion Date: 02/28/2010 -Kill Van Kull Navigation Improvement Project, Phase 2, and Contract 8, S -E-1. Deepening of the Elizabeth Channel to -52' Mean Low Water. Contract # WDS912-09-C-0004
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 350,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. After being dewatered at Donjon's dewatering site at Berth 63 in Port Newark, NJ, the silt material was transported to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. The silt was offloaded by OENJ, processed and utilized as a capping material at the Bayonne Brownfield remediation site.
Phase 2 consisted of the removal of approximately 400,000 CY of Clay and glacial till material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
Phase 3 consisted of the removal of approximately 25,000 CY of rock material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Shark River Artificial Reef in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were

equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

United States Gypsum Company, Yonkers, NY
Project Start Date: 11/1/05 Completion Date: 11/17/05 Maintenance dredging of American Sugar Refining Docks, Yonkers, NY Contract # 734080
The project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

United States Army Corps of Engineers
Project Start Date: 7/20/03 Completion Date: 2/12/06 - Arthur Kill River Navigation Improvement Project #1. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # DACW51-03-C-0012
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 413,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to both the Donjon operated 1E Meadowlands NJ capping site, as well as to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at both remediation sites.
Another portion of the dewatered sediment was subsequently towed to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. This dewatered sediment was offloaded by OENJ, processed, and utilized as a capping material at the OENJ Bayonne Brownfield remediation site.
This Phase is 100% completed.
Phase 2 consisted of the removal of approximately 239,000 CY of Clay and glacial till material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
This Phase is 100% completed.
Phase 3 consisted of the on-going removal of 375,000 CY of rock material with our Hydraulic Excavator equipped with an 11.8 CY rock bucket. The material was transported to the Shark River Reef site in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

Global Terminal & Container Services
Project Start Date: 12/19/05 Completion Date: 8/15/06 - Global Terminal & Container Services Berth Deepening, Port Jersey Channel, Jersey City, NJ. Contract # 73-7LT-05-2240
Dredging operations consisted of four (4) distinct phases of work.
Phase 1 consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Phase 2 consisted of the removal of Clay and glacial till material with Donjon's hydraulic excavator equipped with an 11.8 CY bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
Phase 3 consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket after the reopening of an environmental window on 6/1/06. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at the Clean Earth's Multiple Brownfield remediation sites located in New Jersey.

Phase 4 consisted of the removal of Clay and glacial till material with Donjon's hydraulic excavator equipped with an 11.8 CY bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

The Port Authority of New York and New Jersey
Project Start Date: 12/19/05 Completion Date: 11/19/06 - Howland Hook Berth Deepening, Arthur Kill River, Staten Island, NY Contract # HH-934.553
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 15,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of approximately 33,000 CY of Rock with Donjon's hydraulic excavator equipped with an 11.8 CY bucket. The material was transported to the Shark River Artificial Reef in Donjon's 4,000 CY hydraulic dump-scows. The material was used as an artificial Reef material.

United States Army Corps of Engineers
Project Start Date: 2/1/05 Completion: 1/29/07 Arthur Kill River Navigation Improvement Project #2. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # W912DS-05-C-0003
Dredging operations consist of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 705,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to a Berth 32 offloading facility where it will be offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Another portion of the dewatered sediment was towed to the Bayshore Recycling facility in Perth Amboy, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Bayshore Recycling into a 26,000 CY capacity ship for ultimate processing and disposal by Biogenesis Enterprises, Inc.
Phase 2 consisted of the removal of approximately 1,000,000 CY of Clay and glacial till material by our subcontractor Great Lakes dredge and Dock Co.
Phase 3 consisted of the on-going removal of 300,000 CY of rock material by our subcontractor Great Lakes dredge and Dock Co.

United States Army Corps of Engineers
Project Start Date: 5/15/07 Completion Date: 6/24/07 Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ Contract # W912DS-05-C-0020
This Project consisted of the removal of approximately 140,970 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Turner Construction Company
Project Start Date: 5/15/07 Completion Date: 11/13/07 - Dredging of New York Cruise Terminals, Hudson River, NY, NY Contract # 1105
Dredging operations consisted of Two (2) distinct phases of work.
Phase 1 consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of approximately 330,000 CY of Clay and glacial till material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

New Jersey Transit
Project Start Date: 11/14/07 Completion Date: 5/31/08 - Dredging of Hoboken Ferry Terminal, Hudson River, Hoboken, NJ
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of the processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

C. G. Chase Construction Management, Inc.
Project Start Date: 6/23/08 Completion Date: 7/3/08 - Dredging of Royal Caribbean Dock, Port Jersey Channel, Bayonne, NJ
Dredging operations consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Port Authority of New York and New Jersey
Project Start Date: 10/1/08 Completion Date: 5/31/08 - Dredging of Piers 9A and 10, Hudson River, Brooklyn, NY Contract # BP 651.020
Dredging operations consisted of the removal of approximately 24,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

United States Army Corps of Engineers
Project Start Date: 3/15/07 Completion Date: 10/31/08 - Anchorage Channel Deepening to -52' MLW, Staten Island, NY Contract # W912DS-07-C-0003
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,100,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a

clean capping material at the Fresh Kills landfill. A portion of the processed dredge material was also transported to the Overpeck Landfill in Secaucus and was utilized as a clean capping material at Overpeck.
Phase 2 consisted of the removal of approximately 120,000 CY of sand material with an 8 CY conventional bucket. The sandy material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

United States Army Corps of Engineers
Project Start Date: 10/3/08 Completion Date: 12/15/08 - Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ
This Project consisted of the removal of approximately 63,665 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats, subsequently offloaded by Fresh Kills, and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Port Authority of New York and New Jersey
Project Start Date: 4/26/07 Completion Date: 12/6/08 - Dredging of Port Authority Multi-facility Berths, Port Newark/Port Elizabeth/Brooklyn NJ/NY Contract # MFP-684.002
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 196,455 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the processed dredge material was transported to the Overpeck Landfill in Secaucus and was utilized as a clean capping material at Overpeck. Another portion of the processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at Clean Earth's Multiple Brownfield remediation sites located in New Jersey.
Phase 2 consisted of the removal of approximately 118,614 CY of clay/till/sandy material with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Port Authority of New York and New Jersey
Project Start Date: 6/10/08 Completion Date: 5/27/09 - Deepening of Berths 8 and 10, Port Newark channel, Port Newark, NJ Contract # PN-354.042A
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,354 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of approximately 18,814 CY of Clay with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump-scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Name: **Michael Rusen**

Employment Dates: 1/26/2006 thru Present

Employer: Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: Quality Control Representative, Dredge Superintendent, Demolition Superintendent

Performed work under contract for the U.S. Army Corps of Engineers, U.S. Navy, U.S. Coast Guard, and the Port Authority of New York/ New Jersey.

- Ensured all work is performed in full compliance with contract compliance.
- Verified adequacy of controls.
- Established levels of workmanship.
- Resolved differences.
- Checked safety to include compliance with and upgrading of corporate safety plans.
- Checked daily during performance of work to assure control activities are provided continued compliance with contracts.
- Conducted follow-up checks for deficiencies and corrected them prior to the start of additional phases of work.

Dredge Projects

USACE – New York District
United States Army Corps of Engineers
Project Date: 12/20/11 – 3/20/2013 Arthur Kill Channel, Contract 13, S-AK-2
The project involved deepening Contract Area S-AK-2 located in the Arthur Kill from its present maintained depth to a construction depth of —50 feet + 2.0' additional safety clearance + 1.5' paid overdepth (total depth=-53.5 feet below MLW). The volume of material to be removed (including overdredge) within the contract area is approximately 1,626,000 cy.

United States Army Corps of Engineers
Project Date: 2/01/09 Completion Date: 02/28/2010 -Kill Van Kull Navigation Improvement Project, Phase 2, Contract 8, S-E-1. Deepening of the Elizabeth Channel to -52' Mean Low Water. Contract # WDS912-09-C-0004
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 350,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. After being dewatered at Donjon's dewatering site at Berth 63 in Port Newark, NJ, the silt material was transported to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. The silt was offloaded by OENJ, processed and utilized as a capping material at the Bayonne Brownsfield remediation site.
Phase 2 consisted of the removal of approximately 400,000 CY of Clay and glacial till material with an 8 CY extra heavy duty roundnose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
Phase 3 consisted of the removal of approximately 25,000 CY of rock material with an 8 CY extra heavy duty roundnose digging bucket. The material was transported to the Shark River Artificial Reef in Donjon's 4,000 CY hydraulic dumpscows.

The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

United States Army Corps of Engineers
Maintenance Dredging Jamaica Bay Inlet, New York, Federal Navigation Project Contract No. W912DS-09-C-004
Dredging operations consisted of three (6) distinct phases of work.
Phase 1 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 2 consisted of the removal of approximately 22,565 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map
Phase 3 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map. Removal of all material except rock lying above the plane of 20 feet below MLW with 1 foot from 950 ft to 965 ft (additional volume in the 15 –foot wide strip between the 50 ft and 35 ft offset along the western side of the channel).
Phase 4 consisted of the removal of approximately 20,240 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 5 consisted of the removal of approximately 22,105 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 6 consisted of the removal of approximately 32,285 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.

USACE, NYCEDC, NYC Parks Department, and NY City Housing and Preservation Department – White Island Restoration
Coordinated with multiple Federal, State, and Local agencies for the beach re-nourishment and restoration compensating for wetland destruction on White Island, NY. This project required overseeing the safe operations and safety of the work site and employees both marine and on land. Using heavy construction equipment Donjon utilized four off-road trucks, two bulldozers, two excavators, one loader, one fuel truck and one skid steer that were lifted ashore to support the sand delivery operations. The barge fleet was changed from dump scows to deck barges and a second dredge the Newark Bay was located at White Island to perform offloading operations.

United States Army Corps of Engineers
Start Date: 1/20/06 Completion Date: 2/12/06 - Arthur Kill River Navigation Improvement Project #1. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # DACW51-03-C-0012
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 413,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to both the Donjon operated 1E Meadowlands NJ capping site, as well as to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at both remediation sites.
Another portion of the dewatered sediment was subsequently towed to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. This dewatered sediment was offloaded by OENJ, processed, and utilized as a capping material at the OENJ Bayonne Brownsfield remediation site.
This Phase is 100% completed.
Phase 2 consisted of the removal of approximately 239,000 CY of Clay and glacial till material with an 8 CY extra heavy duty roundnose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
This Phase is 100% completed.
Phase 3 consisted of the on-going removal of 375,000 CY of rock material with our Hydraulic Excavator equipped with an 11.8 CY rock bucket. The material was transported to the Shark River Reef site in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

United States Army Corps of Engineers
Project Start Date: 2/1/05 Completion: 1/29/07 Arthur Kill River Navigation Improvement Project #2. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # W912DS-05-C-0003
Dredging operations consist of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 705,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.

A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to a Berth 32 offloading facility where it will be offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at Clean Earth's Multiple Brownsfield remediation sites located in New Jersey.
Another portion of the dewatered sediment was towed to the Bayshore Recycling facility in Perth Amboy, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Bayshore Recycling into a 26,000 CY capacity ship for ultimate processing and disposal by Biogenesis Enterprises, Inc.
Phase 2 consisted of the removal of approximately 1,000,000 CY of Clay and glacial till material by our subcontractor Great Lakes dredge and Dock Co.
Phase 3 consisted of the on-going removal of 300,000 CY of rock material by our subcontractor Great Lakes dredge and Dock Co.

United States Army Corps of Engineers
Project Start Date: 5/15/07 Completion Date: 6/24/07 Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ Contract # W912DS-05-C-0020
This Project consisted of the removal of approximately 140,970 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

United States Army Corps of Engineers
Project Start Date: 3/15/07 Completion Date: 10/31/08 - Anchorage Channel Deepening to -52' MLW, Staten Island, NY Contract # W912DS-07-C-0003
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,100,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. A portion of the processed dredge material was also transported to the Overpeck Landfill in Secaucus and was utilized as a clean capping material at Overpeck.
Phase 2 consisted of the removal of approximately 120,000 CY of sand material with an 8 CY conventional bucket. The sandy material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Port Authority of New York and New Jersey
Project Start Date: 6/10/08 Completion Date: 5/27/09 - Deepening of Berths 8 and 10, Port Newark channel, Port Newark, NJ Contract # PN-354.042A
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,354 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of approximately 18,814 CY of Clay with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon

tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Name: **Steven Springer**

Employment Dates: 5/15/2004 thru Present

Employer: Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: Quality Control Representative, Dredge Superintendent, Demolition Superintendent

Performed work under contract for the U.S. Army Corps of Engineers, U.S. Navy, U.S. Coast Guard, and the Port Authority of New York/ New Jersey.

- Ensured all work is performed in full compliance with contract compliance.
- Verified adequacy of controls.
- Established levels of workmanship.
- Resolved differences.
- Checked safety to include compliance with and upgrading of corporate safety plans.
- Checked daily during performance of work to assure control activities are provided continued compliance with contracts.
- Conducted follow-up checks for deficiencies and corrected them prior to the start of additional phases of work.

Dredge Projects

USACE – New York District
United States Army Corps of Engineers
Project Date: 12/20/11 – 3/20/2013 Arthur Kill Channel, Contract 13, S-AK-2
The project involved deepening Contract Area S-AK-2 located in the Arthur Kill from its present maintained depth to a construction depth of —50 feet + 2.0' additional safety clearance + 1.5' paid overdepth (total depth=-53.5 feet below MLW). The volume of material to be removed (including overdredge) within the contract area is approximately 1,626,000 cy.

United States Army Corps of Engineers
Kill Van Kull Navigation Improvement Project, Phase 2, Contract 8, S-E-1. Deepening of the Elizabeth Channel to -52' Mean Low Water. Contract # WDS912-09-C-0004
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 350,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. After being dewatered at Donjon's dewatering site at Berth 63 in Port Newark, NJ, the silt material was transported to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. The silt was offloaded by OENJ, processed and utilized as a capping material at the Bayonne Brownsfield remediation site.
Phase 2 consisted of the removal of approximately 400,000 CY of Clay and glacial till material with an 8 CY extra heavy duty roundnose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
Phase 3 consisted of the removal of approximately 25,000 CY of rock material with an 8 CY extra heavy duty roundnose digging bucket. The material was transported to the Shark River Artificial Reef in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were

equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

United States Army Corps of Engineers
Maintenance Dredging Jamaica Bay Inlet, New York, Federal Navigation Project Contract No. W912DS-09-C-004
Dredging operations consisted of three (6) distinct phases of work.
Phase 1 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 2 consisted of the removal of approximately 22,565 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map
Phase 3 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map. Removal of all material except rock lying above the plane of 20 feet below MLW with 1 foot from 950 ft to 965 ft (additional volume in the 15 –foot wide strip between the 50 ft and 35 ft offset along the western side of the channel).
Phase 4 consisted of the removal of approximately 20,240 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 5 consisted of the removal of approximately 22,105 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 6 consisted of the removal of approximately 32,285 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.

USACE, NYCEDC, NYC Parks Department, and NY City Housing and Preservation Department – White Island Restoration
Coordinated with multiple Federal, State, and Local agencies for the beach re-nourishment and restoration compensating for wetland destruction on White Island, NY. This project required overseeing the safe operations and safety of the work site and employees both marine and on land. Using heavy construction equipment Donjon utilized four off-road trucks, two bulldozers, two excavators, one loader, one fuel truck and one skid steer that were lifted ashore to support the sand delivery operations. The barge fleet was changed from dump scows to deck barges and a second dredge the Newark Bay was located at White Island to perform offloading operations.

United States Army Corps of Engineers
Arthur Kill River Navigation Improvement Project #1. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # DACW51-03-C-0012
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 413,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to a Berth 32 offloading facility where it was offloaded and trucked to both the Donjon operated 1E Meadowlands NJ capping site, as well as to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at both remediation sites.
Another portion of the dewatered sediment was subsequently towed to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. This dewatered sediment was offloaded by OENJ, processed, and utilized as a capping material at the OENJ Bayonne Brownsfield remediation site.
This Phase is 100% completed.
Phase 2 consisted of the removal of approximately 239,000 CY of Clay and glacial till material with an 8 CY extra heavy duty roundnose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.
This Phase is 100% completed.
Phase 3 consisted of the on-going removal of 375,000 CY of rock material with our Hydraulic Excavator equipped with an 11.8 CY rock bucket. The material was transported to the Shark River Reef site in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

United States Army Corps of Engineers
Arthur Kill River Navigation Improvement Project #2. Deepening of the Arthur Kill River to -43' Mean Low Water, NY & NJ. Contract # W912DS-05-C-0003
Dredging operations consist of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 705,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this

processed dredge material was subsequently towed to a Berth 32 offloading facility where it will be offloaded and trucked to the Encap facilities in Lyndhurst and Secaucus, NJ. The Processed Dredge Material was utilized as a capping material at Encap's sites. Another portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the dewatered sediment was towed to Clean Earth's Jersey City facility in Jersey City, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Clean Earth, processed and utilized as a capping material at Clean Earth's Multiple Brownsfield remediation sites located in New Jersey.
Another portion of the dewatered sediment was towed to the Bayshore Recycling facility in Perth Amboy, NJ in sealed hopper scows by Donjon tugboats. This silt was offloaded by Bayshore Recycling into a 26,000 CY capacity ship for ultimate processing and disposal by Biogenesis Enterprises, Inc.
Phase 2 consisted of the removal of approximately 1,000,000 CY of Clay and glacial till material by our subcontractor Great Lakes dredge and Dock Co.
Phase 3 consisted of the on-going removal of 300,000 CY of rock material by our subcontractor Great Lakes dredge and Dock Co.

United States Army Corps of Engineers
Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ Contract # W912DS-05-C-0020
This Project consisted of the removal of approximately 140,970 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

United States Army Corps of Engineers
Anchorage Channel Deepening to -52' MLW, Staten Island, NY Contract # W912DS-07-C-0003
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,100,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. A portion of the processed dredge material was also transported to the Overpeck Landfill in Secaucus and was utilized as a clean capping material at Overpeck.
Phase 2 consisted of the removal of approximately 120,000 CY of sand material with an 8 CY conventional bucket. The sandy material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Port Authority of New York and New Jersey
Deepening of Berths 8 and 10, Port Newark channel, Port Newark, NJ Contract # PN-354.042A
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,354 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.
Phase 2 consisted of the removal of approximately 18,814 CY of Clay with a 16 CY *Cable Arm* environmental bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dump scows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Name: **Carl S. Collins, Jr.**

Employment Dates: ***Donjon Marine Co.*** 6/15/2007 thru Present
KT Marine 7/2005 thru 2007

Employer: Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: **Safety/Compliance Officer - Dredge Division**

Performed work under contract for the U.S. Army Corps of Engineers, U.S. Navy, U.S. Coast Guard, and the Port Authority of New York / New Jersey

Safety Officer Certifications and Safety Courses Completed:

American Red Cross CPR/First Aid Certified	USACE Construction Quality Control Officer Certified
Electrical Hazards/Bonding & Grounding	30 Hour OSHA Certified
OSHA Bloodborne Pathogens Trained	40 Hr OSHA HazWopper Certified
Lockout/Tagout Training	USACE 385-1-1 Safety Manual Trained
Respirator Awareness Trained	Safety Management Trained
Safe Deck Operations for Bucket Dredging	Safe Ladder Management Trained
Safety Management Trained	Hearing & Eye Protection Trained
Confined Space Awareness Trained	Safe Line Handling Practices for Vessel Operations
Safe Decking & Towing Procedures & Regulations Program	Union Local 25 & Donjon Marine Joint Training
Welding and Cutting Safety Trained	Fall Protection Management Trained
Compressed Gas Safety Trained	Hand & Power Tool Safety Trained

Dredge Projects History

USACE – New York District
United States Army Corps of Engineers
Project Date: 12/20/11 – 3/20/2013 Arthur Kill Channel, Contract 13, S-AK-2
The project involved deepening Contract Area S-AK-2 located in the Arthur Kill from its present maintained depth to a construction depth of —50 feet + 2.0' additional safety clearance + 1.5' paid overdepth (total depth=-53.5 feet below MLW). The volume of material to be removed (including overdredge) within the contract area is approximately 1,626,000 cy.

United States Army Corps of Engineers
Project Date: 2/01/09 Completion Date: 02/28/2010 -Kill Van Kull Navigation Improvement Project, Phase 2, and Contract 8, S -E-1. Deepening of the Elizabeth Channel to -52' Mean Low Water. Contract # WDS912-09-C-0004
Dredging operations consisted of three (3) distinct phases of work.
Phase 1 consisted of the removal of approximately 350,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. After being dewatered at Donjon's dewatering site at Berth 63 in Port Newark, NJ, the silt material was transported to the OENJ Bayonne facility in Bayonne New Jersey in sealed hopper scows by Donjon tugboats. The silt was offloaded by OENJ, processed and utilized as a capping material at the Bayonne Brownfield remediation site.
Phase 2 consisted of the removal of approximately 400,000 CY of Clay and glacial till material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

Phase 3 consisted of the removal of approximately 25,000 CY of rock material with an 8 CY extra heavy duty round-nose digging bucket. The material was transported to the Shark River Artificial Reef in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the Reef area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used to create artificial reefs for the State of New Jersey.

United States Army Corps of Engineers
Maintenance Dredging Jamaica Bay Inlet, New York, Federal Navigation Project Contract No. W912DS-09-C-004
Dredging operations consisted of three (6) distinct phases of work.
Phase 1 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 2 consisted of the removal of approximately 22,565 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map
Phase 3 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map. Removal of all material except rock lying above the plane of 20 feet below MLW with 1 foot from 950 ft to 965 ft (additional volume in the 15 –foot wide strip between the 50 ft and 35 ft offset along the western side of the channel).
Phase 4 consisted of the removal of approximately 20,240 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 5 consisted of the removal of approximately 22,105 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.
Phase 6 consisted of the removal of approximately 32,285 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.

USACE, NYCEDC, NYC Parks Department, and NY City Housing and Preservation Department – White Island Restoration
Coordinated with multiple Federal, State, and Local agencies for the beach re-nourishment and restoration compensating for wetland destruction on White Island, NY. This project required overseeing the safe operations and safety of the work site and employees both marine and on land. Using heavy construction equipment Donjon utilized four off-road trucks, two bulldozers, two excavators, one loader, one fuel truck and one skid steer that were lifted ashore to support the sand delivery operations. The barge fleet was changed from dump scows to deck barges and a second dredge the Newark Bay was located at White Island to perform offloading operations.

United States Army Corps of Engineers
Project Start Date: 5/15/07 Completion Date: 6/24/07 Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ Contract # W912DS-05-C-0020
This Project consisted of the removal of approximately 140,970 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

Turner Construction Company
Project Start Date: 6/27/09 Completion Date: 9/25/07 - Dredging of West 59th Street Marine Transfer Station, NY, NY Contract # CONT 1110/D-1
This Project consisted of the removal of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

United States Army Corps of Engineers
Project Start Date: 3/15/07 Completion Date: 10/31/08 - Anchorage Channel Deepening to -52' MLW, Staten Island, NY Contract # W912DS-07-C-0003
Dredging operations consists of Two (2) distinct phases of work.
Phase 1 consisted of the removal of approximately 1,100,000 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill. A portion of the processed dredge material was also transported to the Overpeck Landfill in Secaucus and was utilized as a clean capping material at Overpeck.

Phase 2 consisted of the removal of approximately 120,000 CY of sand material with an 8 CY conventional bucket. The sandy material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering.
The dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. This processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats. This processed dredge material was subsequently offloaded by Fresh Kills and was utilized as a clean capping material at the Fresh Kills landfill.

United States Army Corps of Engineers
Project Start Date: 10/3/08 Completion Date: 12/15/08 - Maintenance Dredging, Port Reading and Fresh Kills Reach, Arthur Kill River, NY and NJ
This Project consisted of the removal of approximately 63,665 CY of silt material with a 16 CY *Cable Arm* environmental bucket. The silt material was transported to Donjon's dewatering facility at Berth 63 Port Newark, NJ for dewatering. A portion of the dewatered sediment was subsequently towed to Donjon's processing facility at Berth 36 in Port Newark in sealed hopper scows by Donjon tugboats for debris removal, and in-scow processing. A portion of this processed dredge material was subsequently towed to the Fresh Kills landfill in Staten Island New York in sealed hopper scows by Donjon tugboats, subsequently offloaded by Fresh Kills, and was utilized as a clean capping material at the Fresh Kills landfill. Another portion of the processed dredge material was subsequently trans-loaded into jumbo hopper scows, towed to Connecticut, and was subsequently offloaded by Gateway Terminals and was utilized as a clean capping material at the Tire Pond landfill.

Name: **Carl Collins, Sr.**

Employment Dates: December 2005 thru Present

Employer: Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: Processing Supervisor

In charge of Donjon's Processing Berth. Oversee all upland material (roughly 6000-10000 yds daily) that Donjon brings in. Supervisor to 18-20 employees. Daily work responsibilities include:

- Tracking all Donjon barges and coordinating with the tug boat dispatcher
- Coordinating with landfills and arranging trucks to move material to appropriate locations
- Sorting through debris and approving dredged material
- Dewatering, off-loading and segregating material for processing

Additional Training:

- Rigging certified
- Confined space safety certification
- OSHA safety training

Previous Employment: **Clean Venture** – ***truck driver***
201 South First Street
Elizabeth, NJ 07206
Phone: (908) 354-0210
Fax:

Katherine Abbott

Executive Summary

Focused Operations Manager successful in negotiations and process improvement. Remains calm and poised even in high-pressure situations. Leverages in-depth knowledge of industry trends and shifts to offer valuable insights on opportunities for new growth and expansion. Experienced professional with strong leadership and relationship-building skills.

Core Qualifications

- Operations management
- Sound judgment
- Computer-savvy
- Complex problem solving
- Cross-functional team management
- Supervision
- Calm under pressure

Professional Experience

Operations Manager & Vessel Personnel Manager

November 2006 to Current

Donjon Marine Co., Inc. – Hillside, NJ

Coordinates on an hourly basis 9 vessels and professionally interacts with all departments and customers on a 24/7 basis. Serves as the point of contact for heavy lift, dredging, salvage, scrap, and NY Department of Sanitation operations and changes. Recruited and hired 75 new employees for the vessels. Supervises and serves as the single point of contact for 100 professional mariners. Responsible for cost accounting vessels and payroll for 100 employees on a weekly basis.

Education

Massachusetts Maritime Academy 2006

Buzzards Bay, MA, USA

International Maritime Business

Bachelor of Science

Coursework in Business, Management, Communications, Statistics, Accounting. Strategic Leadership training.

Affiliations

Massachusetts Maritime Academy Alumni Association

DONJON MARINE CO., INC

100 CENTRAL AVE.
HILLSIDE, NEW JERSEY 07205 U.S.A.

Name: **Jason Collins**

Employment Dates: 5/02/2009 thru Present

Employer: Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: **Safety/Compliance Officer - Dredge Division**

Performed work under contract for the U.S. Army Corps of Engineers.

Safety Officer Certifications and Safety Courses Completed:

American Red Cross CPR/First Aid Certified	Compressed Gas Safety Trained
Electrical Hazards/Bonding & Grounding	30 Hour OSHA Construction Safety & Health Certified
OSHA Bloodborne Pathogens Trained	40 Hr OSHA Haz-Wopper Certified
Lockout/Tagout Training	USACE 385-1-1 Safety Manual Trained
Respirator/SCBA Trained	Safety Management Trained
Safe Deck Operations for Bucket Dredging	Safe Ladder Management Trained
Safety Management Trained	Hearing & Eye Protection Trained
Confined Space Awareness Trained	Safe Line Handling Practices for Vessel Operations
Safe Decking & Towing Procedures & Regulations	Union Local 25 & Donjon Marine Joint Training Program
Welding and Cutting Safety Trained	Fall Protection Management Trained
Hand & Power Tool Safety Trained	Hand & Power Tool Safety Trained

Dredge Projects History

United States Army Corps of Engineers – March 5, 2009 thru September 9, 2009

Maintenance Dredging Jamaica Bay Inlet, New York, Federal Navigation Project Contract No. W912DS-09-C-004

Dredging operations consisted of three (6) distinct phases of work.

Phase 1 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.

Phase 2 consisted of the removal of approximately 22,565 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map

Phase 3 consisted of the removal of approximately 216,845 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map. Removal of all material except rock lying above the plane of 20 feet below MLW with 1 foot from 950 ft to 965 ft (additional volume in the 15 –foot wide strip between the 50 ft and 35 ft offset along the western side of the channel).

Phase 4 consisted of the removal of approximately 20,240 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.

Phase 5 consisted of the removal of approximately 22,105 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.

Phase 6 consisted of the removal of approximately 32,285 CY of sand material; the placement of the dredged material is at the Historic Area Remediation Site (HARS) as shown on contract map.

Name: **Jason Kenny**

Employment Dates: ***Donjon Marine Co.*** 2010 thru Present
Port Albany Ventures, Port Albany, NY 2002 thru 2010

Employer:
Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: **Dredge Superintendent, Safety/Compliance Officer - Dredge Division**

Performed Superintendent and Safety employment under contract for the U.S. Army Corps of Engineers, U.S. Navy, U.S. Coast Guard, and the Port Authority of New York / New Jersey

Donjon Marine 2010-Present:

Dredge Superintendent Dredge Delaware Bay, Newark Bay, and Michigan – Most recent projects – Port Authority Berths, NJ, IMTT Bayonne, NJ.

PAV 2002 to 2010:

Operated in capacity of Project Manager for Land & Marine Construction overseeing dock building and dredging projects. Complying with USACE, NYDEP, Federal and NY State Safety & Environmental Regulations. Previous projects worked- Dredging U.S. Gypsum Dock, Stony Point, East River Tennis Center, NY, Hoboken Ferry Terminal, Phase I & II, IMTT, Bayonne, NJ, Howland Hook Terminal, NY, South Brothers Island, NY, and NY Cruise Terminals, NY, American Sugar Dock, NY.

Safety Officer Certifications and Safety Courses Completed:

American Red Cross CPR/First Aid Certified
Electrical Hazards/Bonding & Grounding
OSHA Bloodborne Pathogens Trained
Lockout/Tagout Trained
Respirator Trained
Safe Deck Operations for Bucket Dredging
Safety Management Trained
Confined Space Awareness Trained
Firefighter Level II Trained
Welding and Cutting Safety Trained
Compressed Gas Safety Trained
Shipyard Safety & Environmental
30 Hour OSHA Construction Safety Certified
Proficiency in Survival Craft Trained
USACE 385-1-1 Safety Manual Trained
Safety Management Trained
Safe Ladder Management Trained
Hearing & Eye Protection Trained
Safe Line Handling Practices for Vessel Operations
Fall Protection Management Trained
Hand & Power Tool Safety Trained
Incident Command I-200 Certified

Interest & Activities: Menlo Park, NJ Volunteer Fire department
Menlo Park, NJ Emergency Rescue Squad
Menlo Park, NJ Dive Rescue

DONJON — I — CO., INC

100 CENTRAL AVE.
HILLSIDE, NEW JERSEY 07205 U.S.A.

Name: Robert Kelly

Employment Dates: *Donjon Marine Co.* 2010 thru Present
Great Lakes Dredge & Dock Co., Oak Brook, IL 1988-2010

Employer:
Donjon Marine Co., Inc.
100 Central Avenue
Hillside, New Jersey 07205
Phone: (908) 964-8812

Job Description: Dredge Safety/Compliance Officer - Dredge Division
Performed safety service under contracts for the U.S. Army Corps of Engineers

Donjon Marine
October 2010-Present: Dredge Safety Officer Dredge Delaware Bay. Newark Bay, and Michigan —
Past Projects Served as Safety Officer for Dredging:

USACE – New York District

United States Army Corps of Engineers Project Date: **12/20/11 – 3/20/2013** Arthur Kill Channel, Contract 13, S-AK-2
The project involved deepening Contract Area S-AK-2 located in the Arthur Kill from its present maintained depth to a construction depth of —50 feet + 2.0' additional safety clearance + 1.5' paid overdepth (total depth=-53.5 feet below MLW). The volume of material to be removed (including overdredge) within the contract area is approximately 1,626,000 cy.

USACE - Portland District

GLDD dredged maintenance material from the mouth of the Columbia River and various points along the river and strategically disposed 2.3 million cubic yards of material in-water. 420,000 cubic yard of material was pumped upland to the Southwest Washington Littoral Drift zone, near the mouth of the River.

U.S. Army Corps of Engineers- Baltimore District

This project entailed mechanical dredging of 3.3 million cubic yards of shoaled material within the Chesapeake Bay and Baltimore Harbor.

New England District, U.S. Army Corps of Engineers

This project involved deepening Providence Harbor and the Providence River approach channel.
Maintenance dredging with ocean disposal totaled 2,627,000 yd^3. New work dredging entailed construction of deep confined aquatic disposal (CAD) cells to accept 1.4 million yd^3 of contaminated materials. Ocean disposal totaled ·-1.5 million yd^3, and upland disposal 215,000 yd^3. Capping medium to cover contaminated materials placed in CAD cells totaled 257,500 yd^3. Additionally, the maintenance dredging was performed by clamshell dredges using environmental buckets, with barge overflow prohibited.

New England Division, U.S. Army Corps of Engineers

The chief purpose of the project was to increase navigational safety and efficiency and eliminate or greatly reduce delays for larger vessels by deepening the harbor's five principal tributaries from -35 ft to -40 ft. This involved removal and disposal of environmentally sensitive contaminated sediments not approved for off-shore disposal. Instead, large underwater disposal cells were excavated on the bottom of the harbor. Contaminated material was placed in these cells, then covered with a 3- to 5-ft thick capping layer of clean sand excavated from a simultaneous maintenance project in the Cape Cod Canal. Material removed from the cells was taken to the Massachusetts Bay Disposal Site. This was the first project of its kind to employ deep, in-channel disposal cells on such a scale. The company's resourceful management of the project earned a special quality award from the Federal Government

Jacksonville District, U.S. Army Corps of Engineers; Jacksonville Port Authority

Jacksonville's main shipping channel, a 23-mile stretch of the St. Johns River, extends from the river's mouth to the Jacksonville Port Authority Talleyrand Marine Terminal near downtown Jacksonville. The Water Resources Development Act authorized the deepening of Jacksonville's harbor from its current depth of -38 feet to a depth of -40 feet (to -41 ft in areas of limestone rock bottom) from the mouth of the St. Johns River to Drummond Point. Dredging included deepening of the west channel of JAXPORT's Blount Island Marine Terminal, taking the channel from -30 to -38 ft.

Safety Officer Certifications and Safety Courses Completed:

- American Red Cross CPR/First Aid Certified
- Shipyard Safety & Environmental Trained
- Confined Space Awareness Trained
- USACE 385-1-1 Safety Manual Trained
- Hazardous Material (HAZ-MAT) Certified
- Fall Protection Management Trained
- 30 Hour OSHA Construction Safety Certified
- OSHA Bloodborne Pathogens Trained
- Environmental Protection/Spill Control Trained
- Lockout/Tagout Trained
- Safe Line Handling Practices for Vessel Operations
- Safe Deck Operations for Bucket Dredging
- Hand & Power Tool Safety Trained
- National Incident Management System Trained / ICS -200

Interest & Activities:

CVCC Clean Venture, Inc.

PROJECT TYPE: **Contaminated Soil Excavation and Disposal**

CUSTOMER NAME:	NJ Department of Environmental Protection Bureau of Site Management 401 East State Street Trenton, NJ 08625
CONTACT NAME:	Pete Cagno
PHONE NUMBER:	609-610-7392
EMAIL:	Peter.Cagno@DEP.State.NJ.US
DATE OF SERVICE:	12/1/2012 – 03/20/2013
TYPE OF SERVICE:	Hurricane Sandy Homeowner Soil Remediation
PROJECT VALUE:	$400,000.00
JOB NUMBER:	71405
CVI REPRESENTATIVE:	Kip Kraus

PROJECT DESCRIPTION:

Under the existing NJDEP Subsurface Remedial Action Services Contract (A81464) Clean Venture is providing remediation to homes located in Monmouth County (Neptune Beach, Long Branch, Highlands, Rumson, Port Monmouth and other coastal communities that were impacted by home heating oil tanks that floated onto these properties during and in the aftermath of Hurricane Sandy. These tanks spilled fuel oil and contaminated the soils at these sites.

Clean Venture is providing heating oil contaminated soil sampling, contamination delineation, soil excavation and disposal for these properties. We are then replacing the contaminated soils with clean fill and topsoil, grading and seeding the sites to restore them to their pre Hurricane Sandy condition.

PROJECT TITLE: HURRICANE SANDY DEBRIS REMOVAL & DISPOSAL

CUSTOMER NAME:	Defense Logistics Agency
ADDRESS:	74 Washington Avenue North Battle Creek, MI 49017-3092
CONTACT NAME:	Ms. Cathy Keith
PHONE NUMBER:	269-961-7008
EMAIL:	Cathy.Keith@dla.mil
DATE OF SERVICE:	11/06/2012 - 11/21/2012
TYPE OF SERVICE:	Transportation and Disposal of Hurricane Sandy Debris
PROJECT VALUE:	$1,675,000
CONTRACT NUMBER:	Letter Contract
CVI REPRESENTATIVE:	Michael Lancos

PROJECT DESCRIPTION:

Under an emergency Executive order, Clean Venture Inc. was contracted by the Defense Logistics Agency to provide dump trucks/trailers for the removal and disposal of debris generated by Hurricane Sandy in New York City. Mobilizing within 24 hours of notification, CVI provided up to 30 trucks working 24 hours per day to transport the waste to either the Waste Management transfer stations in Elizabeth, NJ or the Waste Management GROWS landfill in Pennsylvania. In addition, CVI had 30 roll off containers and vacuum trucks on standby for use by the Government if needed in the response effort. In all, approximately 4,800 Tons of debris was removed by CVI over a two week period.

cvcc Clean Venture, Inc.

Michael Persico – President

Education: Bachelor of Science in Chemistry with Minor in Mathematics
Institution Name/Degree: Wagner College/BS Chemistry
Experience
06/84 to Present
Clean Venture, Inc./Cycle Chem, Inc./Elizabeth, New Jersey

As President of both Clean Venture and Cycle Chem, Inc, Mr. Persico provides the direction, planning, sales and marketing for the companies which collectively provide the environmental contracting, transporting, treatment and disposal of hazardous and petroleum products. Together these companies perform 75 million dollars in sales and employ over 300 people through five branch offices and a licensed hazardous waste transfer, storage and disposal facility and an oil reclamation facility.

01/83 to 05/84
AT & T/Bell Laboratories/Murray Hill, NJ
Facility Environmental Specialist
As a laboratory specialist, Mr. Persico was involved in designing new laboratories and consulting with members of the research staff in proper use, handling and disposal of hazardous chemicals. As part of Bell Laboratories Safety and Accident Prevention Program, Mr. Persico gained an extensive knowledge of Federal, OSHA, NIOSH, RCRA, EPA and BOCA regulations.

03/80 to 01/83
Cecos International/Buffalo, New York
Project Manager
As Project Manager for an international hazardous waste disposal company, Mr. Persico's responsibilities included the management and control over all project activities/assignments of priorities in association with customers and representatives from Federal, State and Local authorities; supervision of field personnel; authority to represent and coordinate the flow of all information and resources between Cecos International and the customer to bring about a safe and successful completion of the project.

02/79 to 02/80
Peabody Coastal Services/Linden, New Jersey

Chemist

As a Chemist, Mr. Persico was responsible for categorizing and preparing of laboratory pack chemicals for proper disposal; knowledge and experience in state-of-the-art safety needed on hazardous material spills and tank cleaning operations. Mr. Persico also participated in the preparation of a hazardous materials analytical laboratory.

cvcc Clean Venture, Inc.

Pamela Kopp, Branch Manager

EMPLOYMENT HISTORY

Clean Venture, Inc. Branch 01– June 1993 to Present
Clean Venture, Inc. Branch 07 – 2000 to 2005

Ms. Kopp is responsible for Branch 01 in Elizabeth, NJ. Her responsibilities include, but are not limited to planning, directing, and staffing of the branch. Overseeing operations at the branch level are performed efficiently and in compliance with all laws and regulations. Proposal reviewing and writing is required as well as managing and reviewing payroll hours and branch expenses.

1988 to June 1993: Cycle Chem, Inc.
Responsibilities included overseeing all lab packs, incoming and outgoing shipments and overall compliance with Part B permit. Ms. Kopp maintained and operated on site laboratory, verified generator waste stream analysis of waste material, maintained operating log and lab maintenance records. She scheduled outgoing waste shipments, coordinated transportation and prepared outgoing manifest.

1987 to 1988: Cycle Chem, Inc.
Ms. Kopp supervised a three person staff and had increased analytical capabilities. She verified incoming waste conformed to waste profile and manifest and verified generator waste stream analysis. In addition, she also reviewed Waste Profiles Sheets for analytical testing and safety precautions and assigned off – specs.

CERTIFICATIONS AND TRAINING:

40 – Hour Hazardous Waste Operation Training – OSHA 29 CFR 1910.120 (Includes Benzene)
8 – Hour OSHA Refresher Course
Bloodborne Pathogens Training (OSHA 29 CFR 1910.130)
Confine Space Entry & Rescue Training
HAZMAT DOT Training

TECHNICAL EXPERIENCE:

Ms. Kopp has extensive knowledge of performing and managing environmental services such as: 24 - Hour Emergency Response, Oil Spill Response Organization (ORSO), Hazardous and Solid Waste Management, Confine Space Entry, Excavation Projects, Groundwater Treatment, Industrial Tank Cleaning, Labpack Services, Treatment/Storage/Disposal, Transportation, Laboratory Services, and Remediation.

EDUCATION
B.S. in Chemistry at Douglas College,
Rutgers University, New Brunswick, NJ

CVCC Clean Venture, Inc.

Name: Michael Lancos
Branch Manager

Education:

- B.S., Chemical Engineering, Villanova University, Villanova, PA (1984)
- Executive Masters in Business Administration - St. Joseph's University, Philadelphia, PA (1997)
- Certified Hazardous Materials Manager (CHMM#3545)

Work Experience:

- March 1989 -Present: CVI, Regional Branch Manger
- August 1986 – February 1989: CVI Project Supervisor
- December 1985 – August 1986: S&W Waste, Customer Relations Manager

General Qualifications/Experience:
As a Regional Branch Manager of Clean Venture's Clayton, NJ and Bethesda, MD site remediation offices, Mr. Lancos oversees a $15 million operating budget and 65 employees. His responsibilities include the planning, directing, and staffing the individual branches. He is responsible for their profits and loss statements and insures that all operations are performed efficiently and in compliance with all laws and regulations. Mr. Lancos also is required to review branch expenses on a daily basis and is responsible for employee reviews and raises. Mr. Lancos performs business development activities including tracking business opportunities, developing technical and business approaches to opportunities, forming teaming arrangements with other companies, developing win strategies, negotiating contract modifications (change orders) and preparing winning proposals.

He has obtained and is Program Manager for over $80 million worth of competitively bid environmental disposal contracts with various public agencies including the National Institutes of Health, Department Of Defense, Drug Enforcement Agency, Food and Drug Administration, National Security Agency, General Service Administration (GSA), City of Philadelphia, Smithsonian Institution and Washington Metropolitan Area Transportation Authority. Hundreds of different waste streams are routinely managed under these contracts including chemical, medical/pathological and radioactive waste. Mr. Lancos performs marketing activities including identifying potential clients, developing client oriented service offerings, initiating contact with and presenting service offerings to clients, and identifying contract vehicles and/or contracting approaches that can be used by clients to obtain services offered. Mr. Lancos has a working knowledge of Federal Acquisition Regulations, the Government Acquisition Cycle and proposal process and is experienced in writing large task order proposals (including multi-company teams).

From May 1997 to March 2001, Mr. Lancos also managed Clean Venture's oil recycling facility located in Camden, NJ. Responsibilities included writing the facilities Class D permit application, ensuring all activities were performed in accordance to permit and regulatory requirements and business development. He supervised approximately 10 people and was responsible for the operations, regulatory and approval departments.

J. Kenneth Edgar
Naval Architect/Salvage Engineer **Marine Response Consultants**

Applicant:
Edgar, J. Kenneth

Naval Architect/Salvage Engineer

Education:
M.S., Naval Architecture/Marine Engineering, Massachusetts Institute of Technology, (1973)
M.S., Nuclear Engineering, Massachusetts Institute of Technology, (1973)
B.S., Marine Engineering, United States Naval Academy, (1969)

Formal Training:
USN Deep Sea Diving and Salvage Officer, Washington, (1973)
EIT/FPE, Commonwealth of Virginia, (1978)
Firefighter II Certification (1978 & renewed as required)
Hazardous Waste Site Activities and Pollution Abatement Course of Instruction, (1990)
Quality Individual Training, Massachusetts Maritime Academy, (1994)
OSHA, HAZWOPER-40 hour, (1995 & renewed)
Incident Command/Unified Command Level 400, (1997)
NREMT-P (ALS & AHLS Paramedic), (1999 & renewed)
HAZMAT Technician & Supervisor, (1994 & renewed)

Present Employment: Marine Response Consultants
1335 Waterlily Road, Coinjock, NC 27923
Marine Engineering
President/Senior Engineer
1980 to Present

Work Description: Over 35-years experience in support of maritime industries worldwide as a Salvage Engineer and Naval Architect, including significant support to SUPSALV. Experienced in all aspects of salvage, wreck removal, firefighting, OHS control/abatement and specialty equipment design. Performs analyses, investigations and calculations in support of towing, ocean engineering, salvage planning and on-site operations worldwide. Provides crane/boom analyses, cargo load-out/securing calculations, damage & tow surveys, stability and hull strength analysis, underwater/ROV surveys, performs forensic analyses and subsequent expert testimony. Has independently prepared plans, engineering studies and formulated engineering techniques. Has worked with including mechanical, electrical and civil engineers and other salvage specialists in defining specific engineering requirements of salvage operations.

Manages a highly trained multi-disciplined staff, utilizing optimum technology. Has an excellent understanding of operations and economics; is an experienced manager of individual operations, as well as large programs. Participated directly in over 325-salvages involving commercial and military ships of varying types in diverse operational scenarios, including the extinguishment of 27-marine fires and additional operations involving hazardous materials and toxic substances.

Recent salvage operation experiences include: lightering, stabilizing and patching for M/T ATHOS I; refloating stranded M/T BALTIC CAPTAIN; recovering two-LSVs from Moss Point swamps; OHS remediation and raising of S/V V L'ARPENTEUR from atop a TGP pipeline in 140-FSW; OHS remediation and salvage of six-Rowan Companies Jack-up Drilling Rigs in depths from 110 to 310-FSW—including heavy lifts to 3,000 tons and subsurface towing Legs in excess of 1,500-tons. Salvage Engineer for lightering MTBE from M/T PERSEVERANCE off Catalina and righting the fire damaged MODU USUMACINTA off Dos Bocas; further, was Salvage Master for the safeing and raising of explosion damaged DSV JILLIAN MORRISON. Has strong experience in mooring design, analyses, and installations, routinely performs analyses and supervises installations for major FSPO and SPM companies including the two-Tripod Catenary Mooring Systems supporting the M/T ERIKA remediation. Regularly determines ship stability limits, residual hull girder strength, ground reaction or stranded ships, wave and other typical induced structural loads and resultant stresses, tow and bollard pull requirements, oil outflow, stress analysis of structures, wires and ground tackle, cargo weights, center of gravity and changes from weight additions/deletions, and lifting capabilities of booms and cranes.

Performs docking calculations for the major shipyards in Hampton Roads (stress, structural, stability, weight and moment, as well as grounding calculations). Manages inclining experiments and projects such as equipment design including detailed design of the Trotline Mooring System, Support Barge and Ancillary Equipment for BMT and the 3,000-capable Barge Rowan 415. Acts as lead design engineer for specialty equipment used in salvage, mooring and towing. Has developed salvage response software, holds data rights for unique programs for fire size & fluid flow; is proficient with GHS, HECSALV, OrcaFlex, ShipmoPC, ANSYS, Inventor-Mechanical Desktop and MS Word, Project, Excel, and PowerPoint.

Previous Employment: Tracor Marine, Inc., Portsmouth, VA (1979 – 1980)
Engineering and Technical Services
Director, Norfolk Operations

Work Description: Management of all programs accomplished by Tracor Marines' Offshore Division; installation of moorings and acoustic arrays worldwide, providing salvage engineering and operational management including administration of the first Navy Gulf Zone Salvage Contract. Managed OCEI for NAVFAC with the husbandry of the OCV SEACON along with tasks undertaken from the vessel--such as the mooring installation at Diego Garcia.

Previous Employment: American Marine Salvage, Inc., Chesapeake, VA (1978 to 1979)
Marine Salvage and Diving
Vice President and Chief Engineer

Work Description: Performed engineering analyses and plans in way of regulatory agency approved waterborne hull repairs for major shipping companies, performed marine construction/salvage projects coastwise.

Previous Employment: United States Navy/Naval Reserve (1965-1997)

Engineering Duty Officer, retired as Captain, assigned as CO NR MDSU, Force Maintenance Officer-COMNAVSURFLANT, and Deputy PM PMS 335, last served for SEA 09. Other tours included: Salvage and Material Officer, COMSERVRON Eight (1975 to 1978); Docking & Diving Officer, NNSY (1973 to 1975); Aux. Officer, USS AMERICA (1969 to 1971).

Subcontracting Plan

Donjon Marine Co., Inc. (Donjon) has identified a significant number of specialized small businesses to support this project. At this point, all operations not performed by Donjon or its owned affiliates have been directed to small businesses.

Donjon has consistently met all small business subcontracting goals for its public projects. Utilization of local, knowledgeable small firms has consistently enhanced project performance.

As the project goes forward and services of additional contractors may become known, Donjon commits to first seek performance of these services through the small business community.

Donjon utilizes industry publications, internet search parameters, state and local small business registries and targeted advertising in trade publications to locate these enterprises.

Small firms working with Donjon will be assisted in registering with the New Jersey Division of Revenue – Small Business Enterprise Unit to assure each entity is provided the full benefit of certification and the project the full benefit of properly credentialed small business enterprises.

REQUIRED SUBMISSION IF BIDDER INTENDS TO SUBCONTRACT

STATE OF NEW JERSEY
DIVISION OF PURCHASE AND PROPERTY (DPP)

SUBCONTRACTOR UTILIZATION PLAN

DPP Solicitation No.:
RFQ- Waterway Debris

DPP Solicitation Title:
RFQ- Waterway Debris

Bidder's Name and Address:
Donjon Marine Co Inc
100 Central Ave
Hillide NJ 07205

Bidder's Telephone No.: 9089648812

Bidder's Contact Person: John A Witte

INSTRUCTIONS: List all businesses to be used as subcontractors. This form may be duplicated for extended lists.

SUBCONTRACTOR'S NAME ADDRESS, ZIP CODE TELEPHONE NUMBER AND VENDOR ID NUMBER	CHECK HERE IF CONTRACT IS NOT SMALL BUSINESS ☐ SMALL BUSINESS CATEGORY * I	II	III	TYPE(S) OF GOODS OR SERVICES TO BE PROVIDED	ESTIMATED VALUE OF SUBCONTRACTS
Groundhog Demolition P.O. Box 32 Bayhead, NJ 08742				Debris Removal	TBD
Northstar Marine 36 Clermont Dr. Clermont, NJ 08210				Dredging	TBD
Cycle Chem 201 South 1st St. Elizabeth, NJ 07206				Debris Handling	TBD
Clean Venture 36 Butler Street Elizabeth NJ 07206				Debris Handling	TBD

* For those Bidders listing Small Business Subcontractors: Attach copies of Division of Revenue - Small Business Enterprise Unit registration for each subcontractor listed. If bidder has not achieved established subcontracting set-aside goals, also attach documentation of good faith effort to do so in the relevant category in accordance with NJAC17:13-4 and the Notice to All Bidders.

I hereby certify that this Subcontractor Utilization Plan (Plan) is being submitted in good faith. I certify that each subcontractor has been notified that it has been listed on this Plan and that each subcontractor has consented, in writing, to its name being submitted for this contract. Additionally, I certify that I shall notify each subcontractor listed on the Plan, in writing, if the award is granted to my firm, and I shall make all documentation available to the Division of Purchase and Property upon request.

I further certify that all information contained in this Plan is true and correct and I acknowledge that the State will rely on the truth of the information in awarding the contract.

PRINCIPAL OF FIRM:

(Signature)	President / CEO (Title)	1/17/2013 (Date)

PB-SA-3
Revised 10/11

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	I	II	III		
Disch Construction 108 Bellvue Ave Summit, NJ 07901				Dredging	TBD
Bird Construction 105 Harbor Inn Rd Bayville, NJ 08721				Debris Removal	TBD
Hydrographic Surveys 237 Delsea Dr Sewell, NJ 08080				Survey	TBD
KT Marine 1160 State St Perth Aamboy, NJ 08861				Dredging	TBD
Divemasters, Inc. 15 Pumpshire Rd Toms River, NJ 08753				Survey	TBD

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I hereby certify that this Subcontractor Utilization Plan (Plan) is being submitted in good faith. I certify that each subcontractor has been notified that it has been listed on this Plan and that each subcontractor has consented, in writing, to its name being submitted for this contract. Additionally, I certify that I shall notify each subcontractor listed on the Plan, in writing, if the award is granted to my firm, and I shall make all documentation available to the Division of Purchase and Property upon request.

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INSTRUCTIONS: List all businesses to be used as subcontractors. This form may be duplicated for extended lists.

SUBCONTRACTOR'S NAME ADDRESS, ZIP CODE TELEPHONE NUMBER AND VENDOR ID NUMBER	CHECK HERE IF CONTRACT IS NOT SMALL BUSINESS ☐ SMALL BUSINESS CATEGORY * I	II	III	TYPE(S) OF GOODS OR SERVICES TO BE PROVIDED	ESTIMATED VALUE OF SUBCONTRACTS
TBC, LLC 218 Edmonton Court Livingston NJ 07039				Trucking	TBD
T. Ferese 217 Pioneer St. Newark, NJ 07114				Trucking	TBD
Morales 190 Howell St Jersey City, NJ 07306				Trucking	TBD
Aqua Survey 469 Barbertown Point Breeze Rd Flemington, NJ 08822				Surveying	TBD
Budget Boat and Towing P.O. Box 1345 Point Pleasant Beach, NJ 08742				Debris Removal	TBD

* For those Bidders listing Small Business Subcontractors: Attach copies of Division of Revenue - Small Business Enterprise Unit registration for each subcontractor listed. If bidder has not achieved established subcontracting set-aside goals, also attach documentation of good faith effort to do so in the relevant category in accordance with NJAC17:13-4 and the Notice to All Bidders.

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PRINCIPAL OF FIRM:

(Signature)	President / CEO (Title)	1/17/2013 (Date)

PB-SA-3
Revised 10/11

DONJON MARINE PRICE PROPOSAL FORM - ATTACHMENT A

	FINAL				NORTH REGION			CENTRAL REGION						SOUTH REGION					
Line #	Description	Units	Quantity Tier	Measure of Distance	ZONE 1 (A)	ZONE 2 (B)	REGION TOTAL (A)+(B)	ZONE 3 (C)	ZONE 4 (D)	ZONE 5 (E)	ZONE 6 (F)	ZONE 7 (G)	REGION TOTAL SUM (C) THRU (G)	ZONE 8 (H)	ZONE 9 (I)	ZONE 10 (J)	ZONE 11 (K)	REGION TOTAL SUM (H) THRU (K)	STATE TOTAL SUM (A) THRU (K)
1	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	1 - 10,000 CY	0-15 miles	258.40	258.40	516.80	272.00	272.00	272.00	272.00	272.00	1,360.00	326.40	326.40	326.40	326.40	1,305.60	3,182.40
2				16-30 miles	268.85	268.85	537.70	283.00	283.00	283.00	283.00	283.00	1,415.00	339.60	339.60	339.60	339.60	1,358.40	3,311.10
3				31-60 miles	278.83	278.83	557.65	293.50	293.50	293.50	293.50	293.50	1,467.50	352.20	352.20	352.20	352.20	1,408.80	3,433.95
4				60+ miles	288.80	288.80	577.60	304.00	304.00	304.00	304.00	304.00	1,520.00	364.80	364.80	364.80	364.80	1,459.20	3,556.80
5	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	233.94	233.94	467.88	246.25	246.25	246.25	246.25	246.25	1,231.25	295.50	295.50	295.50	295.50	1,182.00	2,881.13
6				16-30 miles	238.93	238.93	477.85	251.50	251.50	251.50	251.50	251.50	1,257.50	301.80	301.80	301.80	301.80	1,207.20	2,942.55
7				31-60 miles	243.91	243.91	487.83	256.75	256.75	256.75	256.75	256.75	1,283.75	308.10	308.10	308.10	308.10	1,232.40	3,003.98
8				60+ miles	248.90	248.90	497.80	262.00	262.00	262.00	262.00	262.00	1,310.00	314.40	314.40	314.40	314.40	1,257.60	3,065.40
9	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	Above 25,000 CY	0-15 miles	233.94	233.94	467.88	246.25	246.25	246.25	246.25	246.25	1,231.25	295.50	295.50	295.50	295.50	1,182.00	2,881.13
10				16-30 miles	238.93	238.93	477.85	251.50	251.50	251.50	251.50	251.50	1,257.50	301.80	301.80	301.80	301.80	1,207.20	2,942.55
11				31-60 miles	243.91	243.91	487.83	256.75	256.75	256.75	256.75	256.75	1,283.75	308.10	308.10	308.10	308.10	1,232.40	3,003.98
12				60+ miles	248.90	248.90	497.80	262.00	262.00	262.00	262.00	262.00	1,310.00	314.40	314.40	314.40	314.40	1,257.60	3,065.40
13	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	1 - 10,000 CY	0-15 miles	269.85	269.85	539.70	284.05	284.05	284.05	284.05	284.05	1,420.25	340.86	340.86	340.86	340.86	1,363.44	3,323.39
14				16-30 miles	289.80	289.80	579.60	305.05	305.05	305.05	305.05	305.05	1,525.25	366.06	366.06	366.06	366.06	1,464.24	3,569.09
15				31-60 miles	309.75	309.75	619.50	326.05	326.05	326.05	326.05	326.05	1,630.25	391.26	391.26	391.26	391.26	1,565.04	3,814.79
16				60+ miles	339.67	339.67	679.35	357.55	357.55	357.55	357.55	357.55	1,787.75	429.06	429.06	429.06	429.06	1,716.24	4,183.34
17	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	244.91	244.91	489.82	257.80	257.80	257.80	257.80	257.80	1,289.00	309.36	309.36	309.36	309.36	1,237.44	3,016.26
18				16-30 miles	259.87	259.87	519.75	273.55	273.55	273.55	273.55	273.55	1,367.75	328.26	328.26	328.26	328.26	1,313.04	3,200.54
19				31-60 miles	274.84	274.84	549.67	289.30	289.30	289.30	289.30	289.30	1,446.50	347.16	347.16	347.16	347.16	1,388.64	3,384.81
20				60+ miles	299.77	299.77	599.55	315.55	315.55	315.55	315.55	315.55	1,577.75	378.66	378.66	378.66	378.66	1,514.64	3,691.94
21	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	Above 25,000 CY	0-15 miles	244.91	244.91	489.82	257.80	257.80	257.80	257.80	257.80	1,289.00	309.36	309.36	309.36	309.36	1,237.44	3,016.26
22				16-30 miles	259.87	259.87	519.75	273.55	273.55	273.55	273.55	273.55	1,367.75	328.26	328.26	328.26	328.26	1,313.04	3,200.54
23				31-60 miles	274.84	274.84	549.67	289.30	289.30	289.30	289.30	289.30	1,446.50	347.16	347.16	347.16	347.16	1,388.64	3,384.81
24				60+ miles	299.77	299.77	599.55	315.55	315.55	315.55	315.55	315.55	1,577.75	378.66	378.66	378.66	378.66	1,514.64	3,691.94
25	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	1 - 10,000 CY	0-15 miles	249.38	249.38	498.75	262.50	262.50	262.50	262.50	262.50	1,312.50	315.00	315.00	315.00	315.00	1,260.00	3,071.25
26				16-30 miles	259.35	259.35	518.70	273.00	273.00	273.00	273.00	273.00	1,365.00	327.60	327.60	327.60	327.60	1,310.40	3,194.10
27				31-60 miles	269.33	269.33	538.65	283.50	283.50	283.50	283.50	283.50	1,417.50	340.20	340.20	340.20	340.20	1,360.80	3,316.95
28				60+ miles	279.30	279.30	558.60	294.00	294.00	294.00	294.00	294.00	1,470.00	352.80	352.80	352.80	352.80	1,411.20	3,439.80
29	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	224.44	224.44	448.88	236.25	236.25	236.25	236.25	236.25	1,181.25	283.50	283.50	283.50	283.50	1,134.00	2,764.13
30				16-30 miles	229.43	229.43	458.85	241.50	241.50	241.50	241.50	241.50	1,207.50	289.80	289.80	289.80	289.80	1,159.20	2,825.55
31				31-60 miles	234.41	234.41	468.83	246.75	246.75	246.75	246.75	246.75	1,233.75	296.10	296.10	296.10	296.10	1,184.40	2,886.98
32				60+ miles	239.40	239.40	478.80	252.00	252.00	252.00	252.00	252.00	1,260.00	302.40	302.40	302.40	302.40	1,209.60	2,948.40
33	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	Above 25,000 CY	0-15 miles	224.44	224.44	448.88	236.25	236.25	236.25	236.25	236.25	1,181.25	283.50	283.50	283.50	283.50	1,134.00	2,764.13
34				16-30 miles	229.43	229.43	458.85	241.50	241.50	241.50	241.50	241.50	1,207.50	289.80	289.80	289.80	289.80	1,159.20	2,825.55
35				31-60 miles	234.41	234.41	468.83	246.75	246.75	246.75	246.75	246.75	1,233.75	296.10	296.10	296.10	296.10	1,184.40	2,886.98
36				60+ miles	239.40	239.40	478.80	252.00	252.00	252.00	252.00	252.00	1,260.00	302.40	302.40	302.40	302.40	1,209.60	2,948.40
37	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	1 - 10,000 CY	0-15 miles	260.35	260.35	520.70	274.05	274.05	274.05	274.05	274.05	1,370.25	328.86	328.86	328.86	328.86	1,315.44	3,206.39
38				16-30 miles	280.30	280.30	560.60	295.05	295.05	295.05	295.05	295.05	1,475.25	354.06	354.06	354.06	354.06	1,416.24	3,452.09
39				31-60 miles	300.25	300.25	600.50	316.05	316.05	316.05	316.05	316.05	1,580.25	379.26	379.26	379.26	379.26	1,517.04	3,697.79
40				60+ miles	330.17	330.17	660.35	347.55	347.55	347.55	347.55	347.55	1,737.75	417.06	417.06	417.06	417.06	1,668.24	4,066.34
41	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	235.41	235.41	470.82	247.80	247.80	247.80	247.80	247.80	1,239.00	297.36	297.36	297.36	297.36	1,189.44	2,899.26
42				16-30 miles	250.37	250.37	500.75	263.55	263.55	263.55	263.55	263.55	1,317.75	316.26	316.26	316.26	316.26	1,265.04	3,083.54
43				31-60 miles	265.34	265.34	530.67	279.30	279.30	279.30	279.30	279.30	1,396.50	335.16	335.16	335.16	335.16	1,340.64	3,267.81
44				60+ miles	290.27	290.27	580.55	305.55	305.55	305.55	305.55	305.55	1,527.75	366.66	366.66	366.66	366.66	1,466.64	3,574.94
45	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	Above 25,000 CY	0-15 miles	235.41	235.41	470.82	247.80	247.80	247.80	247.80	247.80	1,239.00	297.36	297.36	297.36	297.36	1,189.44	2,899.26
46				16-30 miles	250.37	250.37	500.75	263.55	263.55	263.55	263.55	263.55	1,317.75	316.26	316.26	316.26	316.26	1,265.04	3,083.54
47				31-60 miles	265.34	265.34	530.67	279.30	279.30	279.30	279.30	279.30	1,396.50	335.16	335.16	335.16	335.16	1,340.64	3,267.81
48				60+ miles	290.27	290.27	580.55	305.55	305.55	305.55	305.55	305.55	1,527.75	366.66	366.66	366.66	366.66	1,466.64	3,574.94
49	**Transport of Reduced Vegatative** and **C&D Debris** from TDMA to final disposal site	CY per mileage intervals	1 - 10,000 CY	0-15 miles	10.97	10.97	21.95	11.55	11.55	11.55	11.55	11.55	57.75	13.86	13.86	13.86	13.86	55.44	135.14
50				16-30 miles	20.95	20.95	41.90	22.05	22.05	22.05	22.05	22.05	110.25	26.46	26.46	26.46	26.46	105.84	257.99
51				31-60 miles	30.92	30.92	61.85	32.55	32.55	32.55	32.55	32.55	162.75	39.06	39.06	39.06	39.06	156.24	380.84
52				60+ miles	52.87	52.87	105.74	55.65	55.65	55.65	55.65	55.65	278.25	66.78	66.78	66.78	66.78	267.12	651.11
53	**Transport of Reduced Vegatative** and **C&D Debris** from TDMA to final disposal site	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	10.97	10.97	21.95	11.55	11.55	11.55	11.55	11.55	57.75	13.86	13.86	13.86	13.86	55.44	135.14
54				16-30 miles	20.95	20.95	41.90	22.05	22.05	22.05	22.05	22.05	110.25	26.46	26.46	26.46	26.46	105.84	257.99
55				31-60 miles	30.92	30.92	61.85	32.55	32.55	32.55	32.55	32.55	162.75	39.06	39.06	39.06	39.06	156.24	380.84
56				60+ miles	52.87	52.87	105.74	55.65	55.65	55.65	55.65	55.65	278.25	66.78	66.78	66.78	66.78	267.12	651.11
57	**Transport of Reduced Vegatative** and **C&D Debris** from TDMA to final disposal site	CY per mileage intervals	Above 25,000 CY	0-15 miles	10.97	10.97	21.95	11.55	11.55	11.55	11.55	11.55	57.75	13.86	13.86	13.86	13.86	55.44	135.14
58				16-30 miles	20.95	20.95	41.90	22.05	22.05	22.05	22.05	22.05	110.25	26.46	26.46	26.46	26.46	105.84	257.99
59				31-60 miles	30.92	30.92	61.85	32.55	32.55	32.55	32.55	32.55	162.75	39.06	39.06	39.06	39.06	156.24	380.84
60				60+ miles	52.87	52.87	105.74	55.65	55.65	55.65	55.65	55.65	278.25	66.78	66.78	66.78	66.78	267.12	651.11
61	**White Goods Removal** to final disposal site	Unit	1 - 100 Units	N/A	11.97	11.97	23.94	12.60	12.60	12.60	12.60	12.60	63.00	15.12	15.12	15.12	15.12	60.48	147.42

DONJON MARINE PRICE PROPOSAL FORM - ATTACHMENT A

Line #	Description	Units	Quantity Tier	Measure of Distance	ZONE 1 (A)	ZONE 2 (B)	REGION TOTAL (A)+(B)	ZONE 3 (C)	ZONE 4 (D)	ZONE 5 (E)	ZONE 6 (F)	ZONE 7 (G)	REGION TOTAL SUM (C) THRU (G)	ZONE 8 (H)	ZONE 9 (I)	ZONE 10 (J)	ZONE 11 (K)	REGION TOTAL SUM (H) THRU (K)	STATE TOTAL SUM (A) THRU (K)
62	**White Goods Removal** to final disposal site	Unit	Above 100 Units	N/A	10.97	10.97	21.95	11.55	11.55	11.55	11.55	11.55	57.75	13.86	13.86	13.86	13.86	55.44	135.14
63	**Electronic Waste** - removal of "e-waste" that contains hazardous materials. Includes computer montors and televisions	Unit	1 - 100 Units	N/A	8.98	8.98	17.96	9.45	9.45	9.45	9.45	9.45	47.25	11.34	11.34	11.34	11.34	45.36	110.57
64	**Electronic Waste** - removal of "e-waste" that contains hazardous materials. Includes computer montors and televisions	Unit	Above 100 Units	N/A	8.98	8.98	17.96	9.45	9.45	9.45	9.45	9.45	47.25	11.34	11.34	11.34	11.34	45.36	110.57
65	**Freon Management** - freon management and recycling	Unit	1 - 100 Units	N/A	30.92	30.92	61.85	32.55	32.55	32.55	32.55	32.55	162.75	39.06	39.06	39.06	39.06	156.24	380.84
66	**Freon Management** - freon management and recycling	Unit	Above 100 Units	N/A	30.92	30.92	61.85	32.55	32.55	32.55	32.55	32.55	162.75	39.06	39.06	39.06	39.06	156.24	380.84
67	**Sand Collection -** removal of displaced sand from waterway	CY	1 - 50,000 CY	N/A	118.50	118.50	237.01	124.74	124.74	124.74	124.74	124.74	623.70	149.69	149.69	149.69	149.69	598.75	1,459.46
68	**Sand Collection -** removal of displaced sand from waterway	CY	50,001 - 100,000 CY	N/A	118.50	118.50	237.01	124.74	124.74	124.74	124.74	124.74	623.70	149.69	149.69	149.69	149.69	598.75	1,459.46
69	**Sand Collection -** removal of displaced sand from waterway	CY	Above 100,000 CY	N/A	118.50	118.50	237.01	124.74	124.74	124.74	124.74	124.74	623.70	149.69	149.69	149.69	149.69	598.75	1,459.46
70	**Uncontaminated Sand Transport** - screening of sand to restore to "beach quality", transport and rudimentary placement on beach, and proper disposal of screening byproducts	CY per mileage intervals	1 - 50,000 CY	0-15 miles	18.95	18.95	37.91	19.95	19.95	19.95	19.95	19.95	99.75	23.94	23.94	23.94	23.94	95.76	233.42
71				16-30 miles	28.93	28.93	57.86	30.45	30.45	30.45	30.45	30.45	152.25	36.54	36.54	36.54	36.54	146.16	356.27
72				31-60 miles	38.90	38.90	77.81	40.95	40.95	40.95	40.95	40.95	204.75	49.14	49.14	49.14	49.14	196.56	479.12
73				60+ miles	60.85	60.85	121.70	64.05	64.05	64.05	64.05	64.05	320.25	76.86	76.86	76.86	76.86	307.44	749.39
74	**Uncontaminated Sand Transport** - screening of sand to restore to "beach quality", transport and rudimentary placement on beach, and proper disposal of screening byproducts	CY per mileage intervals	50,001 - 100,00 CY	0-15 miles	18.95	18.95	37.91	19.95	19.95	19.95	19.95	19.95	99.75	23.94	23.94	23.94	23.94	95.76	233.42
75				16-30 miles	28.93	28.93	57.86	30.45	30.45	30.45	30.45	30.45	152.25	36.54	36.54	36.54	36.54	146.16	356.27
76				31-60 miles	38.90	38.90	77.81	40.95	40.95	40.95	40.95	40.95	204.75	49.14	49.14	49.14	49.14	196.56	479.12
77				60+ miles	60.85	60.85	121.70	64.05	64.05	64.05	64.05	64.05	320.25	76.86	76.86	76.86	76.86	307.44	749.39
78	**Uncontaminated Sand Transport** - screening of sand to restore to "beach quality", transport and rudimentary placement on beach, and proper disposal of screening byproducts	CY per mileage intervals	Above 100,000 CY	0-15 miles	18.95	18.95	37.91	19.95	19.95	19.95	19.95	19.95	99.75	23.94	23.94	23.94	23.94	95.76	233.42
79				16-30 miles	28.93	28.93	57.86	30.45	30.45	30.45	30.45	30.45	152.25	36.54	36.54	36.54	36.54	146.16	356.27
80				31-60 miles	38.90	38.90	77.81	40.95	40.95	40.95	40.95	40.95	204.75	49.14	49.14	49.14	49.14	196.56	479.12
81				60+ miles	60.85	60.85	121.70	64.05	64.05	64.05	64.05	64.05	320.25	76.86	76.86	76.86	76.86	307.44	749.39
82	**Contaminated Sand Transport and Disposal**- removal of contaminated sand and disposal at site to be determined by State	CY per mileage intervals	1 - 50,000 CY	0-15 miles	10.97	10.97	21.95	11.55	11.55	11.55	11.55	11.55	57.75	13.86	13.86	13.86	13.86	55.44	135.14
83				16-30 miles	20.95	20.95	41.90	22.05	22.05	22.05	22.05	22.05	110.25	26.46	26.46	26.46	26.46	105.84	257.99
84				31-60 miles	30.92	30.92	61.85	32.55	32.55	32.55	32.55	32.55	162.75	39.06	39.06	39.06	39.06	156.24	380.84
85				60+ miles	52.87	52.87	105.74	55.65	55.65	55.65	55.65	55.65	278.25	66.78	66.78	66.78	66.78	267.12	651.11
86	**Contaminated Sand Transport and Disposal**- removal of contaminated sand and disposal at site to be determined by State	CY per mileage intervals	50,001 - 100,00 CY	0-15 miles	10.97	10.97	21.95	11.55	11.55	11.55	11.55	11.55	57.75	13.86	13.86	13.86	13.86	55.44	135.14
87				16-30 miles	20.95	20.95	41.90	22.05	22.05	22.05	22.05	22.05	110.25	26.46	26.46	26.46	26.46	105.84	257.99
88				31-60 miles	30.92	30.92	61.85	32.55	32.55	32.55	32.55	32.55	162.75	39.06	39.06	39.06	39.06	156.24	380.84
89				60+ miles	52.87	52.87	105.74	55.65	55.65	55.65	55.65	55.65	278.25	66.78	66.78	66.78	66.78	267.12	651.11
90	**Contaminated Sand Transport and Disposal**- removal of contaminated sand and disposal at site to be determined by State	CY per mileage intervals	Above 100,000 CY	0-15 miles	10.97	10.97	21.95	11.55	11.55	11.55	11.55	11.55	57.75	13.86	13.86	13.86	13.86	55.44	135.14
91				16-30 miles	20.95	20.95	41.90	22.05	22.05	22.05	22.05	22.05	110.25	26.46	26.46	26.46	26.46	105.84	257.99
92				31-60 miles	30.92	30.92	61.85	32.55	32.55	32.55	32.55	32.55	162.75	39.06	39.06	39.06	39.06	156.24	380.84
93				60+ miles	52.87	52.87	105.74	55.65	55.65	55.65	55.65	55.65	278.25	66.78	66.78	66.78	66.78	267.12	651.11
94	**Vehicle Removal** - removal of vehicles from waterway and transport to aggregation site	Unit	1 - 10 Units	N/A	2,493.75	2,493.75	4,987.50	2,625.00	2,625.00	2,625.00	2,625.00	2,625.00	13,125.00	3,150.00	3,150.00	3,150.00	3,150.00	12,600.00	30,712.50
95	**Vehicle Removal** - removal of vehicles from waterway and transport to aggregation site	Unit	11 - 25 Units	N/A	1,995.00	1,995.00	3,990.00	2,100.00	2,100.00	2,100.00	2,100.00	2,100.00	10,500.00	2,520.00	2,520.00	2,520.00	2,520.00	10,080.00	24,570.00
96	**Vehicle Removal** - removal of vehicles from waterway and transport to aggregation site	Unit	Above 25 Units	N/A	1,995.00	1,995.00	3,990.00	2,100.00	2,100.00	2,100.00	2,100.00	2,100.00	10,500.00	2,520.00	2,520.00	2,520.00	2,520.00	10,080.00	24,570.00
97	**Vessel Removal** - removal of vessel from waterway and transport to aggregation site	Per Linear Foot	1 - 50 Vessels	0-19 feet	249.38	249.38	498.75	262.50	262.50	262.50	262.50	262.50	1,312.50	315.00	315.00	315.00	315.00	1,260.00	3,071.25
98				20-29 feet	239.40	239.40	478.80	252.00	252.00	252.00	252.00	252.00	1,260.00	302.40	302.40	302.40	302.40	1,209.60	2,948.40
99				30-39 feet	229.43	229.43	458.85	241.50	241.50	241.50	241.50	241.50	1,207.50	289.80	289.80	289.80	289.80	1,159.20	2,825.55
100				over 40 feet	219.45	219.45	438.90	231.00	231.00	231.00	231.00	231.00	1,155.00	277.20	277.20	277.20	277.20	1,108.80	2,702.70
101	**Vessel Removal** - removal of vessel from waterway and transport to aggregation site	Per Linear Foot	51 - 100 Vessels	0-19 feet	249.38	249.38	498.75	262.50	262.50	262.50	262.50	262.50	1,312.50	315.00	315.00	315.00	315.00	1,260.00	3,071.25
102				20-29 feet	239.40	239.40	478.80	252.00	252.00	252.00	252.00	252.00	1,260.00	302.40	302.40	302.40	302.40	1,209.60	2,948.40
103				30-39 feet	229.43	229.43	458.85	241.50	241.50	241.50	241.50	241.50	1,207.50	289.80	289.80	289.80	289.80	1,159.20	2,825.55
104				over 40 feet	219.45	219.45	438.90	231.00	231.00	231.00	231.00	231.00	1,155.00	277.20	277.20	277.20	277.20	1,108.80	2,702.70
105	**Vessel Removal** - removal of vessel from waterway and transport to aggregation site	Per Linear Foot	Above 100 Vessels	0-19 feet	249.38	249.38	498.75	262.50	262.50	262.50	262.50	262.50	1,312.50	315.00	315.00	315.00	315.00	1,260.00	3,071.25
106				20-29 feet	239.40	239.40	478.80	252.00	252.00	252.00	252.00	252.00	1,260.00	302.40	302.40	302.40	302.40	1,209.60	2,948.40
107				30-39 feet	229.43	229.43	458.85	241.50	241.50	241.50	241.50	241.50	1,207.50	289.80	289.80	289.80	289.80	1,159.20	2,825.55

DONJON MARINE PRICE PROPOSAL FORM - ATTACHMENT A

Line #	Description	Units	Quantity Tier	Measure of Distance	ZONE 1 (A)	ZONE 2 (B)	REGION TOTAL (A)+(B)	ZONE 3 (C)	ZONE 4 (D)	ZONE 5 (E)	ZONE 6 (F)	ZONE 7 (G)	REGION TOTAL SUM (C) THRU (G)	ZONE 8 (H)	ZONE 9 (I)	ZONE 10 (J)	ZONE 11 (K)	REGION TOTAL SUM (H) THRU (K)	STATE TOTAL SUM (A) THRU (K)
108				over 40 feet	219.45	219.45	438.90	231.00	231.00	231.00	231.00	231.00	1,155.00	277.20	277.20	277.20	277.20	1,108.80	2,702.70
109	**Pre-removal Assessment of Debris** - use of cost-effective technology, including side scan sonar to provide identification and assessment of debris locations	Price per acre		0-100 acres	194.44	194.44	$ 388.87	204.67	204.67	204.67	204.67	204.67	$ 1,023.34	245.60	245.60	245.60	245.60	$ 982.41	$ 2,394.62
110				101-300 acres	152.24	152.24	$ 304.48	160.25	160.25	160.25	160.25	160.25	$ 801.25	192.30	192.30	192.30	192.30	$ 769.20	$ 1,874.93
111				301-600 acres	132.93	132.93	$ 265.87	139.93	139.93	139.93	139.93	139.93	$ 699.66	167.92	167.92	167.92	167.92	$ 671.67	$ 1,637.20
112				601-1000 acres	128.25	128.25	$ 256.50	135.00	135.00	135.00	135.00	135.00	$ 675.00	162.00	162.00	162.00	162.00	$ 648.00	$ 1,579.50
113				1001 + acres	128.25	128.25	$ 256.50	135.00	135.00	135.00	135.00	135.00	$ 675.00	162.00	162.00	162.00	162.00	$ 648.00	$ 1,579.50
114	**Verification of Debris Removal -** use of cost-effective technology, including side scan sonar to provide verification to State that debris has been removed and waterway depth has been restored	Price per acre		0-100 acres	194.44	194.44	$ 388.87	204.67	204.67	204.67	204.67	204.67	$ 1,023.34	245.60	245.60	245.60	245.60	$ 982.41	$ 2,394.62
115				101-300 acres	152.24	152.24	$ 304.48	160.25	160.25	160.25	160.25	160.25	$ 801.25	192.30	192.30	192.30	192.30	$ 769.20	$ 1,874.93
116				301-600 acres	132.93	132.93	$ 265.87	139.93	139.93	139.93	139.93	139.93	$ 699.66	167.92	167.92	167.92	167.92	$ 671.67	$ 1,637.20
117				601-1000 acres	128.25	128.25	$ 256.50	135.00	135.00	135.00	135.00	135.00	$ 675.00	162.00	162.00	162.00	162.00	$ 648.00	$ 1,579.50
118				1001 + acres	128.25	128.25	$ 256.50	135.00	135.00	135.00	135.00	135.00	$ 675.00	162.00	162.00	162.00	162.00	$ 648.00	$ 1,579.50
119	**Operation of Vehicle/Vessel Aggregation Site -** operation of vehicle and vessel aggregation site, includes all phases of operation, including tower equipment, security, staffing and restoration of site to pre-use condition	Per Day		Daily	4,388.50	4,388.50	8,777.00	4,619.48	4,619.48	4,619.48	4,619.48	4,619.48	23,097.38	5,543.37	5,543.37	5,543.37	5,543.37	22,173.48	54,047.86
120	**Operation of Temporary Debris Management Area-** operation of TDMA, includes all phases of operation, including tower equipment, security and staffing and restoration of site to pre-use condition	Per Day		Daily	14,129.09	14,129.09	28,258.18	14,872.73	14,872.73	14,872.73	14,872.73	14,872.73	74,363.63	17,847.27	17,847.27	17,847.27	17,847.27	71,389.08	174,010.88

Total State Price is the single price that Bidder would offer, per price line, for all 11 zones in the State.