OFFICE OF SHIP DISPOSAL PROGRAMS

ANNUAL REPORT
FOR
FISCAL YEAR 2020

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U. S. Department of Transportation

Maritime Administration

MARITIME ADMINISTRATION

OFFICE OF SHIP DISPOSAL PROGRAMS

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EXECUTIVE SUMMARY

The Maritime Administration (MARAD) publishes this report annually to provide previous Fiscal Year information on the disposition of MARAD's non-retention vessels within the National Defense Reserve Fleet (NDRF) that are obsolete and classified as non-retention vessels and other Federal agency surplus vessels available for disposal via the Ship Disposal Program (SDP). The report also includes information on the Fiscal Year (FY) activities of the nuclear retention vessel N.S. Savannah (NSS), a program administered within the Office of Ship Disposal Programs (OSDP).

LOW NUMBER OF VESSELS AWAITING DISPOSAL

MARAD's SDP continues to meet or exceed key performance measures related to the disposal of non-retention ships including the removal of more obsolete vessels annually than the average number of vessels entering the disposal queue. At the end of FY 2020, there were two NDRF non-retention ships remaining in two of MARAD's three fleet anchorages. In addition, there are three ships at the U. S. Navy's Naval Inactive Ship Maintenance Office (NISMO) site in Philadelphia, PA, awaiting disposal through the SDP. Noteworthy success in FY 2020 include the sustained rebound in scrap steel prices lasting until the emergence of the coronavirus COVID-19 pandemic in March and April, the execution of a Memorandum of Agreement with the National Oceanic and Atmospheric Administration (NOAA) for the disposal of surplus vessels, and the sale for recycling of four NDRF non-retention vessels for a total contract award amount of approximately $2.1 million.

NON-RETENTION VESSEL REMOVALS FROM THE NDRF IN FY 2020

In FY 2020, MARAD removed for disposal a total of four obsolete NDRF vessels, two from the James River Reserve Fleet (JRRF) and two from the Beaumont Reserve Fleet (BRF). Table 1 below identifies the fleet, date, contract type and name of the vessels removed for disposal in FY 2020.

Table 1: Vessel Removals in FY 2020

Vessels Removed in FY 2020				
Fleet	**Month Awarded**	**Date Removed**	**Vessel**	**Contract Type**
JRRF	October	10/29/2019	CAPE ARCHWAY	Domestic Sale
JRRF	October	11/5/2019	CAPE ALEXANDER	Domestic Sale
BRF	June	9/30/2020	CAPE GIBSON	Domestic Sale
BRF	July	8/10/2020	CAPE FLORIDA	Domestic Sale

BEST VALUE PROCUREMENT

MARAD uses a two-step source selection process, first by qualifying ship recycling facilities and creating a pool of qualified facilities that are then eligible to submit competitive sales offers or price quotes when requested by MARAD. Ship recycling is accomplished through vessel sales or the purchase of ship recycling services based on best value to the Government, consistent with the Federal Acquisition Regulation (FAR) procedures and processes for simplified acquisitions. When determining best value, MARAD considers price and non-price factors of performance schedule, facility capacity and past performance. The best value source selection process allows the government to accept an offer other than the best-priced offer, considering both price and non-price factors, that provides the greatest overall benefit to the government.

In FY 2020, MARAD awarded sales contracts for four NDRF non-retention vessels. In October 2019, a two-ship lot best value recycling sales contract in the amount of $100 was awarded for the two JRRF vessels CAPE ARCHWAY and CAPE ALEXANDER. In June, 2020 a single best value sales contracts for the two BRF vessels were awarded for the CAPE GIBSON in the amount of $567,515 and for the CAPE FLORIDA in the amount of $1,500,135.75.

SALES REVENUE AND DISTRIBUTION

Sales contracts for the four vessels sold for recycling in FY 2020 totaled $2,067,751 generating $69,153 in sales revenue, which was credited into the VORF account.[1] The decline in actual sales revenue is attributed to the disruption the COVID-19 had on the domestic scrap steel industry, logistic supply chains and individual ship recycling facilities. Government mitigation measures to stem the spread of the coronavirus resulted in closure of automobile manufacturing plants, slowdowns in large construction projects, and supply chain delay and disruptions. Government quarantine measures, economic curtailments and uncertainty in the scrap steel markets resulted in ship recycling facility closures, reduced operations, employee layoffs, labor shortages, and reduced scrap steel demand. To assist MARAD qualified ship recycling facilities reemerge from the COVID-19 mitigation measures and resume operations MARAD instituted a graduated sales assistance plan. The plan assisted the recyclers with the large upfront costs necessary to prepare, tow and secure the vessel at the recycling facility. This effort has kept MARAD ship sale announcements viable, provided economic flexibility to ship recycling contract awards, and most importantly has kept ships moving to recycling facilities.

The National Maritime Heritage Act (NMHA) requires the allocation and distribution of obsolete vessel sales proceeds into the VORF. The distribution of the vessels sale proceeds from the VORF provides 50% for NDRF acquisition, repair and maintenance; 25% for the United States Merchant Marine Academy (USMMA) and the six State Maritime Academies (SMA) for certain specified expenses and costs; and 25% to the National Park Service (NPS) to carry out the National Maritime Heritage Grant Program (NMHGP). Not less than 25% of the 25% of the amount available in each FY to the NPS shall be set aside for preservation and presentation to the public of maritime heritage property of the Maritime Administration.

Sales proceeds credited to the VORF account from ship recycling sales are only available for distribution under the funding provisions of the NMHA when the contracts under which those

[1] Revenues from the sale of obsolete NDRF vessels do not supplement SDP appropriations.

sales proceeds were received have been closed. Only at that time is it clear that the sales proceeds are no longer subject to claims by the recycling contractor. Recycling contractors can, and have submitted claims or raised issues affecting MARAD's entitlement to the sales proceeds from various contracts. The Federal Government's full rights to the contracts' proceeds are not complete until the recycling contract is completed and the contract is closed.

To ensure that sufficient funds are available if a refund of all or a portion of the purchase price to the recycler is necessary, sales proceeds are placed into a VORF suspense sub-account until all contract contingent liabilities are extinguished and the contract closed. Once all contract contingent liabilities are satisfied and the contract is closed, the sales proceeds are distributed from the suspense account into the appropriate VORF sub-accounts as per the funding requirements of the NMHA. In FY 2020, MARAD sold four NDRF non-retention vessels for recycling, awarding recycling contracts totaling approximately $2.1 million in revenues. As each ship recycling sales contract is completed and closed funds become available for distribution to the other VORF sub-accounts.

In FY 2020, approximately $1,962,187 was obligated to Ready Reserve Fleet (RRF) vessels for annual maintenance repairs and regulatory drydock on the training ship Freedom Star and $95,000 was obligated to perform a design study for the recapitalization of the aging special mission vessels in the NDRF. Funds totaling $1,032,000 were obligated to the six State Maritime Academies (SMA). Funds totaling $1,354,339 were allocated to the NPS to support maritime heritage projects selected in the NMGHP. MARAD expended $398,452 in FY 2020, on approved projects to preserve its historic property and/or create historical maritime educational presentations to the public.

INDUSTRY OUTREACH

In 2013, MARAD issued a revised ship recycling solicitation that streamlined the solicitation process, reduced the size and complexity of ship recycling contracts and increased the transparency of the process. MARAD has issued updates to the solicitation including better explanations of the "best value" process for award selections. All offerors can compare their offers to the awarded offer. MARAD also offers individual debriefings upon request to discuss individual ship recycler offers and the best value decision.

In February 2020, MARAD hosted a budget rollout teleconference for the ship recycling industry whereby the Maritime Administrator presented the President's FY 2021 budget proposal. In December 2019, MARAD organized a town hall meeting in Brownsville, TX, hosting the ship recycling industry executives, Port officials, Occupational Safety and Health Administration (OSHA) representatives, USCG Port of Brownsville Senior Vessel Safety inspector and discussed various topics of interest to all parties relative to ship recycling and hazardous material remediation. Senior MARAD leadership provided an overview of the SDP including future annual vessel disposal projections, impacts of the decline in the price of recycled steel, actual and projected budget appropriations for the program and explained the use of the best value process for award selection. MARAD met with each ship recycler, toured their facility and discussed issues affecting their specific operations. MARAD toured the Keppel AmFels yard in Brownsville where two new Jones Act liquefied-natural-gas-powered container ships are under construction for Pasha Hawaii. In addition, MARAD toured the SpaceX South Texas launch

site, also known as Boca Chica launch site. SpaceX is a private rocket production facility, test site, and spaceport for SpaceX, located at Boca Chica approximately 20 miles east of Brownsville.

FEDERAL SHIP OUTREACH PROGRAM

MARAD previously identified the Federal Agencies who own and operate merchant-type vessels or vessels that can be converted to merchant-type use that meet and exceed the 1,500-gross ton statutory criteria. They include the United States Army Corps of Engineers (USACE), the Department of the Army (ARMY), United States Maritime Administration (MARAD), Department of the Navy (Navy), NAVSEA Inactive Ships Office (Sea 21I), NAVSEA Military Sealift Command (MSC), NAVSEA Office of Naval Research, (ONR), National Science Foundation (NSF), National Oceanic and Atmospheric Administration, (NOAA), and the United States Coast Guard (USCG).

In FY 2020, MARAD canvassed each Agency requesting updates to their FY 2019 planned vessel retirement schedules. In this report MARAD has compiled for each agency a summary of the planned vessel service retirement schedules and vessels available for disposal for FYs 2021-2025.

NUCLEAR SHIP SAVANNAH

The N.S. SAVANNAH (NSS) is the world's first nuclear-powered merchant ship. It was conceived and constructed by the Eisenhower Administration as part of the Atoms for Peace Program, as a joint project that included MARAD and the former Atomic Energy Commission. NSS operated through 1970, was defueled in 1971, made inoperable after which it became a legacy asset; it has been maintained in Baltimore, MD in protective storage since 2008. NSS is licensed and inspected by the U.S. Nuclear Regulatory Commission (NRC) under the authority of a license that was first issued in 1965; the license has been maintained continually, and will remain in effect until it is terminated by the NRC at the conclusion of decommissioning. Decommissioning is a process defined, licensed, inspected and controlled by the NRC, with a total allowable time of 60 years for completion. MARAD's deadline to complete decommissioning is December 2031, dating back to permanent cessation of operations in December 1971.

Funding for decommissioning and license termination was appropriated in FY 2017 and 2018. MARAD formally commenced decommissioning at the start of FY 2018, and expects to complete the process and terminate the license in seven (7) years. The NSS will be disposed by MARAD after the license is terminated. The NSS is a national historic asset. MARAD will enlist the Advisory Council for Historic Preservation, the National Park Service, Maryland State Historic Preservation Office and the public to develop a historic programmatic agreement to ensure the NSS is decommissioned and disposed of in accordance with the section 106 provisions of the National Historic Preservation Act.

I. SHIP DISPOSAL PROGRAMS

Overview

MARAD established the SDP in 2001 to accomplish the requirements of the Floyd D. Spence National Defense Authorization Act for Fiscal Year 2001, Pub. L. 106-398, § 3502, 114 Stat. 1654A-490 (2000) (the Act), which required the disposal of all vessels in MARAD's NDRF that were not assigned to the RRF or otherwise designated to be used for a particular purpose. Such vessels are designated as non-retention vessels.

In the 20-year period since FY 2001, MARAD awarded disposal contracts for 231 obsolete ships, removed 235 ships from MARAD and Navy NISMO fleet sites and completed disposal actions on 234 ships. During this period, 137 ships were downgraded from retention to non-retention status and added to the disposal queue. At the start of FY 2020, there were only 2 MARAD ships designated as non-retention and available for disposal.[2] The three vessels located in the Philadelphia, PA, NISMO facility are designated for disposal by MARAD. It is anticipated that an additional one to three MARAD retention ships will be downgraded and added annually to the disposal queue for the foreseeable future.

Since the establishment of the Program in 2001, MARAD has aggressively pursued all feasible disposal alternatives including domestic recycling, the sale of ships for re-use, artificial reefing, deep-sinking, donation and the potential for foreign recycling. While domestic recycling continues to be the most preferred, expedient and cost-effective disposal method for MARAD's non-retention vessels, other disposal options will periodically be evaluated for disposal opportunities.

However, it should be noted that statutory and regulatory restrictions have effectively precluded foreign dismantling of obsolete vessels as a viable Program option. Vessel export limitations imposed in FY 2009 legislation prohibit the export of NDRF vessels for recycling without MARAD certification to Congress that there is insufficient capacity for ship recycling in the U.S. Further, the Toxic Substances Control Act (TSCA) prohibits the export of polychlorinated biphenyls (PCBs) and would require a lengthy formal Environmental Protection Agency (EPA) administrative rulemaking process for an exemption allowing the export of obsolete vessels containing PCBs above the regulated limit.

Those same TSCA prohibitions limit the importation of foreign vessels containing PCBs. These restrictions effectively prevent environmentally qualified domestic recyclers from competing for this work.

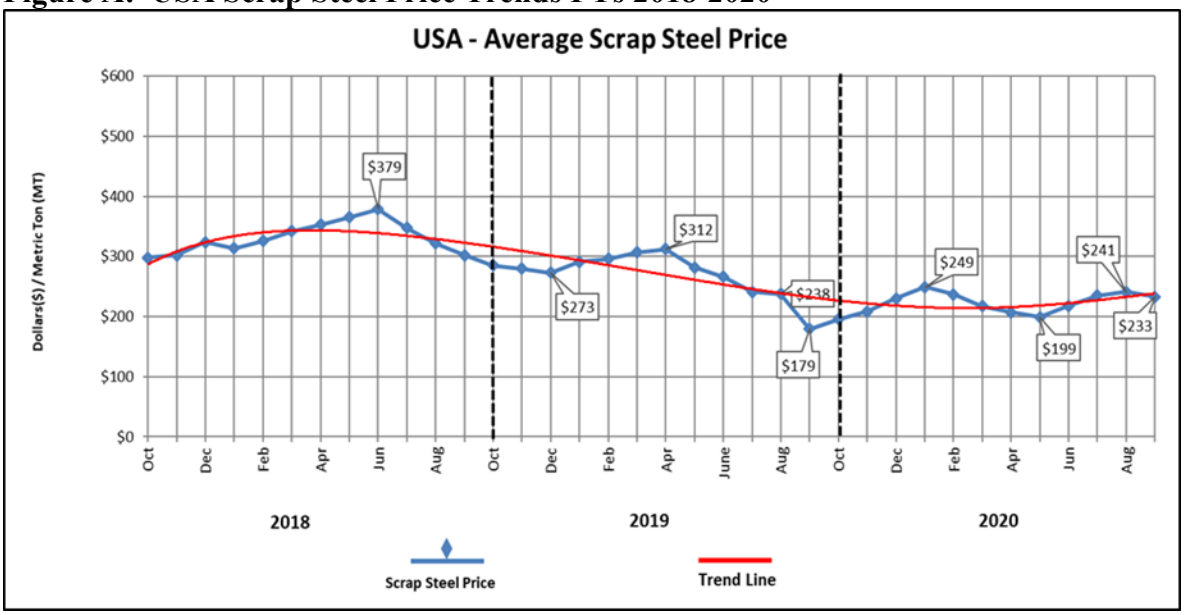
Using full and open competition MARAD continues to utilize all feasible disposal options available to achieve environmentally acceptable removal and disposal of its non-retention ships. MARAD's policy is to prioritize the removal for disposal of non-retention ships that are in the worst material condition with an annual goal of removing its obsolete vessels at a rate that is greater than the number of ships that are added to the disposal list annually.

[2] The 2 MARAD ships consisted of one vessel in the Suisun Bay Reserve Fleet and one vessel in the James River Reserve Fleet which is pending contract award for recycling.

Domestic Scrap Steel Prices

The MARAD ship disposal sales program is highly dependent on a robust domestic and international scrap steel market. When scrap steel sales are high, MARAD sells non-retention vessels from its three NDRF fleet sites and NISMO sites in Philadelphia, PA, and Pearl Harbor, HI, for recycling at qualified domestic facilities in Texas and Louisiana through sales contracts that allow the recyclers to retain and reuse the scrap metal. As scrap metal prices fall, the total amount paid to MARAD for the right to recycle each vessel also falls. The volatility in the scrap metal market makes it more difficult for each recycler to predict future scrap steel prices to sufficiently cover fixed and variable costs. Recyclers buy vessels with an eye towards future scrap steel prices because six months or more may elapse from the time they purchase a vessel to the time they actually sell the scrap steel product into the recycling market.

Figure A: USA Scrap Steel Price Trends FYs 2018-2020



Source data for the Average USA Monthly Scrap Steel Price Trend chart is compiled from: The Scrap Register (http://www.scrapregister.com); Recycler's World, (http://www.recycle.net); Steel Insight (http://www.steel-insight.com); and United States Steel Corporation (https://www.ussteel.com) and www.worldsteel.org

Figure A depicts the volatility in U.S. scrap steel prices during FYs 2018-2020. In March of 2017, scrap steel prices slowly began increasing reaching a peak of $379 per metric ton by June of 2018. Increasing scrap steel prices once again allowed MARAD to sell six vessels for recycling in FYs 2018-2019. However, the $133 price per ton (43%) plunge in scrap steel prices from April to September of 2019 highlights the degree of unpredictability in the market and how quickly prices can change making evaluation of risk in business decisions all that more difficult. The plunge in scrap steel prices was made evident when MARAD sold two JRRF vessels for recycling in October of 2019 for a combined total of $100.

Scrap Steel prices recovered reaching their FY 2020 high of $249 per metric ton in January of 2020. Prices declined with the onset of the COVID-19 pandemic and resulting Government mitigation measures. One would have thought the price of scrap steel would have crashed given all the turmoil at the time. However, the closure of U.S. automobile manufacturing, slowing of major construction projects and restricted travel reduced the demand for scrap metal in the U.S.

The reduction in demand for scrap metal coincided with logistic supply chain disruptions, which kept scrap steel prices in equilibrium. The balance between supply and demand has resulted in scrap metal prices remaining relatively stable through September 2020.

Numerous factors affect whether the recycling of non-retention vessels is accomplished through vessel sales with revenue to the Government or in the procurement of recycling services with appropriated funds. The primary factors include the market price of scrap metals, the vessel's size/condition, the type and quantity of hazardous materials, the quantity and type of recyclable materials, the amount of competition for each vessel, the duration/cost of the tow from the fleet to the recycling facility, and the cost to remove marine growth prior to towing to different bio-geographical areas. The highest costs are typically associated with SBRF vessels due to the current environmental requirement to dry-dock each vessel to remove marine growth prior to removal and start of the 5,000-mile tow to a Gulf Coast recycling facility. These cost factors render the sale of SBRF vessels the first impacted by, and the last to recover from, volatile scrap steel prices.

During periods of low scrap steel prices, revenues from the sale of the vessels' ferrous and non-ferrous metals are insufficient to cover the fixed costs of purchase, towing, insurance, and labor, much less the unknown costs for hazardous material remediation. Predicting the market price of scrap steel five to six months after contract award, when the vessels could be undergoing dismantlement in a declining scrap steel market, along with disposal of unknown quantities of ship board hazardous materials, is too great a risk for the smaller recyclers to accept. These factors limit competition for the purchase of vessels, with the recycling industry looking to MARAD and the Navy to subsidize the disposal of non-retention vessels through the procurement of ship recycling services.

MARAD requests ship disposal program funding in order to fulfill its statutory role as the environmentally sound disposer of merchant type vessels formerly owned by the Federal Government. Such disposals ensure that former government vessels do not compete with vessels constructed by private industry as well as mitigate the volatility of the scrap steel markets and allow MARAD to continue disposal for the entire Federal Government of the worst conditioned non-retention vessels. Another significant effect of this funding is that it helps to maintain an industrial base of qualified domestic ship recycling facilities.

In FY 2020 SDP implemented a ship sales assistance plan for the domestic MARAD qualified ship recyclers. The goal of the sales assistance plan is to provide flexibility to offers during economic downturns, this time being the COVID-19 pandemic. Features of the plan include a) a graduated payment process consisting of a minimum down payment of the purchase price with escalating payments due at the 25%, 50%, 75% and 100% milestone points during the contract performance period, b) an extension of the acceptable performance period of up to18 months, and c) waiver of the schedule requirement to remove the vessel from the fleets within 30 calendar days after issuance of the official contract notice to proceed. The plan minimizes the upfront expenditures necessary to procure, prepare and tow the vessel to the recycling facility during times of economic uncertainty, while spreading full payment of the vessel over the contract period of performance, and mitigates the impact from Government measures related to travel restrictions, business disruptions and quarantine requirements. The benefits of this plan include: a) keeping MARAD ship sales viable, b) providing flexibility for ship recycling sales in

a disoriented economic environment, and c) keeping obsolete ships moving to recycling facilities.

Flexibility to quickly pivot from ship sales, due to the volatile downturns of scrap steel prices, to procurement of recycling services provides MARAD continuity of ship disposal awards, which minimizes any increase to the backlog of obsolete vessels in the fleets. Additionally, continuing the prompt removal of the worst conditioned vessels minimizes the threat of potential environmental incidents.

Domestic Recycling Industry

The number of MARAD qualified ship recycling facilities remained unchanged in FY 2020. There were five MARAD qualified ship recycling facilities all located on the Gulf Coast in Louisiana and Texas.

MARAD currently does not have qualified ship recycling facilities on either the East or West coasts. Nor have any industrial entities outside of the Gulf region expressed in interest in becoming a MARAD qualified recycling facility.

The lack of qualified ship recycling facilities on the East and West coasts contributes to higher ship recycling costs, particularly during down turns in the price of scrap steel. This is especially evident on the West coast where MARAD is required by law to dry-dock vessels going to the Gulf to remove aquatic fouling from the underwater hulls of most West Coast vessels prior to towing to a Gulf Coast recycling facility. Drydocking costs aside, the sales offers by recyclers for vessels located on the West Coast are generally lower due to the cost to recyclers of the long tow and Panama Canal transit fees. Ship recycling sale prices in solicitations are inclusive of the costs of towing and Panama Canal fees. However, MARAD independently procures dry-docking services for the SBRF vessels and must include estimated costs for these services in its annual budget requests.

Three of the five qualified ship recycling facilities are in Brownsville, TX, and include International Shipbreaking Ltd. (ISL), All Star Metals, LLC. (ASM), and SteelCoast Company LLC (SCT).[3] From 2014 through early 2019, the recyclers were actively involved in the successful dismantlement of five obsolete, conventionally-powered US Navy aircraft carriers. ASM completed the dismantlement of the Ex-FORRESTAL in 2015. ISL dismantled the Ex-CONSTELLATION, the Ex-RANGER and finished the Ex-INDEPENDENCE in January 2019. HRP completed the dismantlement of the Ex-SARATOGA in April of 2019.

All three recyclers are active in the recycling of vessels offered for recycling by MARAD with SCT completing the dismantlement of the SUMNER and SIMON LAKE in December 2019 and the EQUALITY STATE in July of 2020. In addition, all three recyclers are active in the commercial ship and oil rig recycling market.

Southern Recycling, LLC (SOREC), based in New Orleans, operates the other two MARAD qualified ship recycling facilities, one in New Orleans and the other located in Amelia, LA.

[3] HRP Brownsville, LLC completed a re-organization and corporate asset sale which included changing the name of the operating company to SteelCoast Company LLC in February of 2020.

SOREC is a large metals recycling company with multiple recycling operations and locations throughout the Gulf. Ship recycling is but one line of business for this diversified company.

Domestic ship recycling capacity is currently adequate to meet MARAD's requirements given the decreasing number of NDRF non-retention ships available for disposal, the lack of merchant-type vessels available from the Navy, and the projected low number of Federal vessel retirements during the next five years. However, the domestic recycling industry is part of the industrial base of the maritime industry of the United States. The promotion of the maritime industry of the United States is MARAD's mission.

Federal Ship Outreach

In FY 2019, MARAD requested updates to planned vessel disposal status and retirements dates from the Federal agencies who own and operate merchant-type vessels or vessels that can be converted to merchant type use that meet and exceed the 1,500-gross ton statutory criteria of 40 U.S.C. § 548 – Surplus Vessels. MARAD maintains a Federal Ship database incorporating each agency's combatant and/or merchant-type vessels comprising the following information: ownership, principal characteristics, gross tonnage, construction date, age and estimated retirement date. Included in the compilation of vessels are active Navy combatant vessels with the exception of nuclear powered aircraft carriers and submarines, as these vessels will be recycled by the Navy at Commercial or Naval Shipyard facilities with nuclear decontamination and dismantlement expertise.[4] MARAD did not include any nuclear-powered submarines or aircraft carriers except Ex-ENTERPRISE (CVN 65), or any vessels under 1,500-gross tons such as mine sweepers, yard tugs and patrol craft.

This report does not distinguish Navy Battle Force Ships from Non-Battle Force Ships. Battle Force Ships are commissioned United States Ship (USS) warships capable of contributing to combat operations, or a United States Naval Ship (USNS) that contributes directly to Navy warfighting or support missions. The Navy maintains the most current Battle Force Ship count on the Naval Vessel Register located on the web at www.nvr.navy.mil.

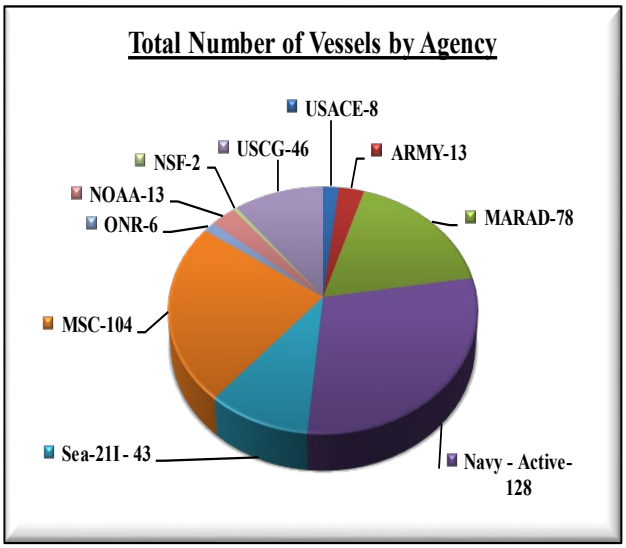
MARAD furnished each agency a list of their vessels from the Federal Ship database and requested they confirm and verify the data provided. [5] Figure B summarizes the Active and Inactive Vessels by Agency. The pie-chart on the right provides a graphical depiction of the total number of vessels owned by each agency.

[4] The one exception being the Ex-Enterprise (CVN-65). The Navy is exploring various disposal options for the vessel including, potentially, conventional dismantling of the non-nuclear sections of the vessel at a shipyard or ship recycling facility.

[5] MARAD can request each agency's participation but has no statutory enforcement authority to compel any agency to dispose of its Government–owned merchant type vessels greater than 1,500 gross tons through the Maritime Administration.

Figure B: Total Active and Inactive Vessels by Agency

Active and Inactive Vessels by Agency			
Agency	**Active**	**Inactive**	**Total Ships**
USACE	8	0	8
ARMY	13	0	13
MARAD	76	2	78
NAVY			
Navy - Active	127	1	128
SEA-21I	0	43	43
MSC	104	0	104
ONR	6	0	6
NOAA	12	1	13
NSF	2	0	2
USCG	43	3	46
Total	**391**	**50**	**441**



The largest concentration of active and inactive vessels is within the Navy, at 281or 64 percent of the total number of vessels. MARAD is second with 78 active and inactive vessels representing 18 percent of the total. Combined, MARAD and the Navy account for 359 active and inactive vessels or 81 percent of the total.

Figure C: Inactive Vessels by Agency

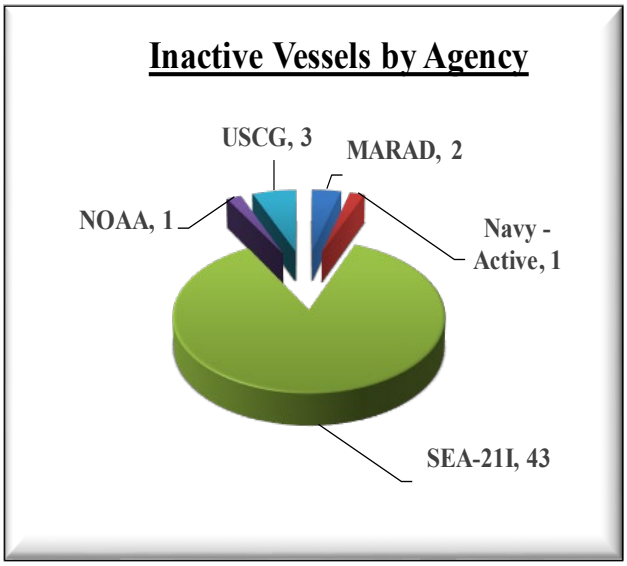


Figure C identifies each agency's portion of the 50 vessels designated as inactive at the end of FY 2020. SEA21I lists 43 vessels as inactive, of which 7 are in retention status, one vessel is utilized as a logistics support vessel, and 35 vessels are designated for disposal. Of the 35, two are targeted for Deep Sink Exercises (SINKEX), eight are earmarked for Foreign Military Sales, and 25 are scheduled for scrap. MARAD has 2 vessels designated as inactive (non-retention). There is one vessel each at Navy - Active, and NOAA and three at USCG designated as inactive however only the NOAA vessel is available for disposal at the end of FY 2020. MARAD's 2 vessels represent 4 percent of the inactive vessels while the Navy SEA 21I's 43 vessels represent 86 percent of the inactive vessels. Combined, MARAD and SEA 21I have 45 vessels or 90 percent of the total vessels designated as inactive. MARAD has 2 non-retention vessels designated for disposal through recycling, while SEA 21I has designated 25 vessels for recycling. The total number of MARAD and Navy vessels designated for recycling is 27.

Figure D lists the 38 Government vessels currently available for disposal at MARAD, NOAA and SEA 21I. The vessels are sorted by design and not by priority of disposal. The vessels are identified as combatant (C) or merchant type, (MT), and include: design description, active and inactive status, year built, vessel age and planned disposal disposition. For clarity, a color code is used to represent the vessel disposal disposition.

Figure D: Inactive Vessel Dispositions

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal
Maritime Administration - MARAD								
1	Cape Alava	MT	Break Bulk	Inactive	1962	58	Scrap	X
2	Cape Girardeau	MT	Break Bulk	Inactive	1968	52	Scrap	X
National Oceanic and Atmospheric Administration - NOAA								
1	Hi'ialakai	MT	Research Vessel	Inactive	2002	18	Sale	X
Navy Inactive Ships Office - (SEA 21I)								
1	Ex-Kitty Hawk (CV-63)	C	Aircraft Carrier	Inactive	1960	60	Scrap	X
2	Ex-John F. Kennedy (CV-67)	C	Aircraft Carrier	Inactive	1967	53	Scrap	X
3	Ex-Ponce (AFSB-15)	MT	Afloat Forward Staging Base	Inactive	1970	50	Scrap	X
4	Ex-Charleston (LKA-113)	MT	Amphibious Cargo Ship	Inactive	1967	53	Scrap	X
5	Ex-El Paso (LKA-117)	MT	Amphibious Cargo Ship	Inactive	1969	51	Scrap	X
6	Ex-Mobile (LKA-115)	MT	Amphibious Cargo Ship	Inactive	1968	52	Scrap	X
7	Ex-Shreveport (LPD-12)	MT	Amphibious Transport Dock	Inactive	1966	54	Scrap	X
8	Ex-Dubuque (LPD-8)	MT	Amphibious Transport Dock	Inactive	1966	54	Scrap	X
9	Ex-Denver (LPD-9)	MT	Amphibious Transport Dock	Inactive	1965	55	Scrap	X
10	Ex-Nashville (LPD-13)	MT	Amphibious Transport Dock	Inactive	1967	53	Scrap	X
11	Ex-Juneau (LPD-10)	MT	Amphibious Transport Dock	Inactive	1966	54	Scrap	X
12	Ex-Cleveland (LPD-7)	MT	Amphibious Transport Dock	Inactive	1966	54	Scrap	X
13	Ex-Yorktown (CG-48)	C	Guided Missile Destroyer	Inactive	1983	37	Scrap	X
14	Ex-Vandegrift (FFG-48)	C	Guided Missile Frigate	Inactive	1982	38	Scrap	X
15	Ex-Elrod (FFG-55)	C	Guided Missile Frigate	Inactive	1984	36	FMS	X
16	Ex-Simpson (FFG-56)	C	Guided Missile Frigate	Inactive	1984	36	FMS	X
17	Ex-Kauffman (FFG-59)	C	Guided Missile Frigate	Inactive	1986	34	FMS	X
18	Ex-Rodney M. Davis (FFG-60)	C	Guided Missile Frigate	Inactive	1986	34	SINKEX	X
19	Ex-Ingraham (FFG-61)	C	Guided Missile Frigate	Inactive	1988	32	SINKEX	X
20	Ex-De Wert (FFG-45)	C	Guided Missile Frigate	Inactive	1982	38	FMS	X
21	Ex-Robert G. Bradley (FFG-49)	C	Guided Missile Frigate	Inactive	1983	37	FMS	X
22	Ex-Halyburton (FFG-40)	C	Guided Missile Frigate	Inactive	1981	39	FMS	X
23	Ex-Klakring (FFG-42)	C	Guided Missile Frigate	Inactive	1982	38	FMS	X
24	Ex-Carr (FFG-52)	C	Guided Missile Frigate	Inactive	1983	37	FMS	X
25	Ex-Samuel B Roberts (FFG-58)	C	Guided Missile Frigate	Inactive	1984	36	Scrap	X
26	Ex-Nicholas (FFG-47)	C	Guided Missile Frigate	Inactive	1983	37	Scrap	X
27	Ex-Underwood (FFG-36)	C	Guided Missile Frigate	Inactive	1982	38	Scrap	X
28	Ex-John L Hall (FFG-32)	C	Guided Missile Frigate	Inactive	1981	39	Scrap	X
29	Ex-Boone (FFG-28)	C	Guided Missile Frigate	Inactive	1980	40	Scrap	X
30	Ex-Stephen W Groves (FFG-29)	C	Guided Missile Frigate	Inactive	1981	39	Scrap	X
31	Ex-Hawes (FFG-53)	C	Guided Missile Frigate	Inactive	1984	36	Scrap	X
32	Ex-Navajo (T-ATF 169)	MT	Fleet Ocean Tug	Inactive	1979	41	LSA	X
33	Ex-Mohawk (T-ATF-170)	MT	Fleet Ocean Tug	Inactive	1980	40	Scrap	X
34	Ex-Hayes (T-AGOR-16)	MT	Oceanographic Research Ship	Inactive	1970	50	Scrap	X
35	Ex-Boulder (LST-1190)	MT	Tank Landing Ship	Inactive	1970	50	Scrap	X

Legend	
MT	Merchant Type Vessel
C	Combatant Vessel
Active	Operating/Readiness/Support status
Inactive	Non-operating/Non-retention status
X	Foreign Military Sales
X	SINKEX
X	Logistics Support Asset
X	Scrap
X	Donation
X	Remove From Service

Disposition Summary	
Retain	0
SINKEX	2
Foreign Military Sales	8
Scrap	26
Donation	0
Logistics Support Asset	1
TBD	0
Total Inactive	38
Total Active	0
Total Number of Ships	38

The Disposition Summary totals are inclusive of MARAD, NOAA and Sea 21I vessels.

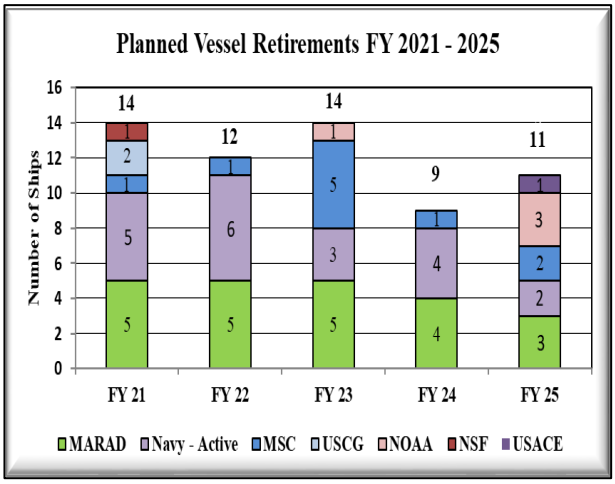
Planned Vessel Retirement Schedules

Agency vessel retirement schedules reflect the year the vessel is planned to be taken out of service, not the specific year the vessel will be disposed. In each case the exact date the vessel will be available to MARAD or the Navy for disposal is predicated on completion of specific vessel preparations in anticipation of disposal. Each agency has definitive vessel procedures in anticipation of disposal such as demilitarization, classified equipment removal, defueling, hazardous material remediation and historical assessments that must be completed prior to commencement of actual disposal. In addition, as vessels are prepared for disposal, compliance with environmental regulations such the National Environmental Policy Act (NEPA), the Federal Water Pollution Control Act known as the Clean Water Act (CWA), the Clean Air Act and the National Invasive Species Act (NISA) must be incorporated into planning and budgeting decisions.

Congressional authorizations/appropriations, vessel utilization, service life extensions, vessel new build replacements and funding all affect the retirement date decision. The exact retirement dates and disposal actions are subject to continual revision. In some instances, a vessel may be taken out of service and placed in a retention status for potential re-activation at a future date or held for an indeterminate period for logistical support for similar class operating vessels. Congressional approval, mission utility, vessel condition and service life all play a role in a vessel retention disposal decisions. Further, relocation of a vessel to a MARAD or Navy fleet anchorage, sale of the vessel from its home port, procurement of recycling services and compliance with environmental statutes, such as mitigation of invasive species all have cost implications that must be recognized, addressed and budgeted for. The actual vessel disposal decision cannot be made until completion of cost benefit or service life extension analysis and the budgeting process addresses all potential costs that may be associated with vessel disposal costs. Vessel specific disposal dates are therefore unknown until completion of all vessel disposal analysis. Figure E provides a summary of the planned vessel service retirement schedules for FYs 2021-2025 for each agency.

Figure E: Vessel Service Retirement Summary by Agency FY 2021- 2025

Agency	Fiscal Year Removed from Service					5-Year Total
	FY 21	FY 22	FY 23	FY 24	FY 25	
USACE	0	0	0	0	1	1
ARMY	0	0	0	0	0	0
MARAD	5	5	5	4	3	22
NAVY						
Navy - Active	5	6	3	4	2	20
SEA 21I	0	0	0	0	0	0
MSC	1	1	5	1	2	10
ONR	0	0	0	0	0	0
NOAA	0	0	1	0	3	4
NSF	1	0	0	0	0	1
USCG	2	0	0	0	0	2
FY Removal	**14**	**12**	**14**	**9**	**11**	
	Total 5-Year Removed from Service					**60**



To avoid double counting the planned vessels scheduled for retirement from service by Navy - Active and MSC are not included in the fiscal year totals for the Sea 21I since they have not yet been transferred for final disposition.

Figure F provides a listing by each agency of the vessels planned for service retirement in FYs 2021-2025.

Figure F: Planned Vessel Retirements by Agency FYs 2021 – 2025

United States Army Corps of Engineers-USACE

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	McFarland	MT	Dredge	Active	1967	53	TBD						X	**2025**

United States Maritime Administration - MARAD

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	Cape Farewell	MT	Barge Ship	Active	1973	47	Scrap	X	X					**2021**
2	Cape Flattery	MT	Barge Ship	Active	1973	47	Scrap	X	X					**2021**
3	Cape Fear	MT	Barge Ship	Active	1971	49	Scrap	X		X				**2022**
4	Cape May	MT	Barge Ship	Active	1972	48	Scrap	X				X		**2024**
5	Cape Mendocino	MT	Barge Ship	Active	1972	48	Scrap	X	X					2021
6	Cape Mohican	MT	Barge Ship	Active	1973	47	Scrap	X				X		**2024**
7	Cape Jacob	MT	Break Bulk	Active	1961	59	Scrap	X					X	**2025**
8	Cape Juby	MT	Break Bulk	Active	1962	58	**Scrap**	X					X	**2025**
9	Cape Nome	MT	Break Bulk	Active	1969	51	Scrap	X		X				**2022**
10	Cape Bover	MT	Break Bulk	Active	1966	54	Scrap	X		X				**2022**
11	Flickertail State	MT	Crane Ship	Active	1969	51	Scrap	X				X		2024
12	Grand Canyon State	MT	Crane Ship	Active	1966	54	Scrap	X				X		**2024**
13	Diamond State	MT	Crane Ship	Active	1960	60	Scrap	X		X				2022
14	Green Mountain State	MT	Crane Ship	Active	1965	55	Scrap	X					X	2025
15	Triumph	MT	Surveillance Ship	Active	1984	36	Scrap	X		X				**2022**
16	Lawrence H. Gianella (T-AOT 1125)	MT	Tanker	Active	1985	35	Scrap	X			X			**2023**
17	Petersburg	MT	Tanker	Active	1963	57	Scrap	X	X					**2021**
18	Chesapeake	MT	Tanker	Active	1964	56	Scrap	X	X					**2021**
19	Samuel L Cobb	MT	Tanker	Active	1985	35	Scrap	X			X			**2023**
20	Paul Buck	MT	Tanker	Active	1985	35	Scrap	X			X			**2023**
21	Richard G Matthiesen	MT	Tanker	Active	1983	37	Scrap	X			X			**2023**
22	Kennedy	MT	Training Ship	Active	1967	53	Scrap	X			X			**2023**

United States Department of the Navy - MSC

Military Sealift Command Active Vessels

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	USNS Sioux (T-ATF 171)	MT	Fleet Ocean Tug	Active	1980	40	Scrap	X	X					2021
2	USNS Apache (T-ATF 172)	MT	Fleet Ocean Tug	Active	1981	39	Scrap	X		X				2022
3	USNS Catawba (T-ATF 168)	MT	Fleet Ocean Tug	Active	1979	41	Scrap	X			X			2023
4	USNS John Lenthall (T-AO 189)	MT	Fleet Oiler	Active	1986	34	Retain				X			2023
5	USNS Walter S. Diehl (T-AO 193)	MT	Fleet Oiler	Active	1987	33	Scrap	X			X			2023
6	USNS Joshua Humphreys (T-AO 188)	MT	Fleet Oiler	Active	1986	34	Retain						X	2025
7	USNS Pecos (T-AO 197)	MT	Fleet Oiler	Active	1989	31	Scrap	X					X	2025
8	USNS Leroy Grumman (T-AO 195)	MT	Fleet Oiler	Active	1988	32	Retain				X			2023
9	USNS Salvor (T-ARS 52)	MT	Rescue/Salvage	Active	1984	36	Scrap	X				X		2024
10	USNS Grasp (T-ARS 51)	MT	Rescue/Salvage	Active	1985	35	Scrap	X			X			2023

National Oceanic and Atmospheric Administration - NOAA

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	Fairweather	MT	Research Vessel	Active	1968	52	TBD						X	2025
2	Gordon Gunter	MT	Research Vessel	Active	1989	31	TBD						X	2025
3	Okeanos Explorer	MT	Research Vessel	Active	1988	32	TBD						X	2025
4	Oscar Elton Sette	MT	Research Vessel	Active	1987	33	Retain				X			2023

United States Navy - Active Vessels

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	USS Gunston Hall (LSD-44)	MT	Dock Landing Ship	Active	1987	33							X	2025
2	USS Fort McHenry (LSD-43)	MT	Dock Landing Ship	Active	1986	34			X					2021
3	USS Germantown (LSD-42)	MT	Dock Landing Ship	Active	1984	36							X	2025
4	USS Bunker Hill (CG 52)	C	Guided Missile Cruiser	Active	1985	35	Retain	OCIR			X			2023
5	USS Mobile Bay (CG 53)	C	Guided Missile Cruiser	Active	1985	35	Retain	OCIR			X			2023
6	USS Antietam (CG 54)	C	Guided Missile Cruiser	Active	1986	34	Retain	OCIR		X				2022
7	USS Leyte Gulf (CG 55)	C	Guided Missile Cruiser	Active	1986	34	Retain	OCIR		X				2022
8	USS San Jacinto (CG 56)	C	Guided Missile Cruiser	Active	1986	34	TBD			X				2022
9	USS Lake Champlain (CG 57)	C	Guided Missile Cruiser	Active	1987	33	TBD			X				2022
10	USS Philippine Sea (CG 58)	C	Guided Missile Cruiser	Active	1987	33	TBD					X		2024
11	USS Princeton (CG 59)	C	Guided Missile Cruiser	Active	1987	33	TBD					X		2024
12	USS Monterey (CG 61)	C	Guided Missile Cruiser	Active	1988	32					X			2023
13	USS Shiloh (CG 67)	C	Guided Missile Cruiser	Active	1990	30						X		2024
14	USS Vella Gulf (CG 72)	C	Guided Missile Cruiser	Active	1992	28				X				2022
15	USS Port Royal (CG 73)	C	Guided Missile Cruiser	Active	1992	28				X				2022
16	USS Normandy (CG 60)	C	Guided Missile Cruiser	Active	1988	32						X		2024
17	USS Fort Worth (LCS-3)	C	Littoral Combat Ship	Active	2010	10			X					2021
18	USS Freedom (LCS-1)	C	Littoral Combat Ship	Active	2006	14			X					2021
19	USS Coronado (LCS-4)	C	Littoral Combat Ship	Active	2012	8			X					2021
20	USS Independence (LCS-2)	C	Littoral Combat Ship	Active	2008	12			X					2021

National Science Foundation

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	RV Marcus Langseth	MT	Research Vessel	Active	1991	28	TBD		X					2021

United States Coast Guard

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	Mellon WHEC 717	MT	High Endurance Cutter	**Inactive**	1967	53	FMS		X					**2021**
2	Douglas Munro WHEC-724	MT	High Endurance Cutter	Active	1971	49	FMS		X					**2021**

Legend		Disposition Summary		FY 2021	Planned Removal from Service Summary					
				Avail for	Fiscal Year Removed from Service					5-Year Total
MT	Merchant Type Vessel	Retain	8	Disposal	FY 21	FY 22	FY 23	FY 24	FY 25	
C	Combatant Vessel	SINKEX	0	29	14	12	14	9	11	**60**
Active	Operating/Readiness/Support status	Foreign Military Sales	2							
Inactive	Non-operating/Non-retention status	Scrap	29							
X	Foreign Military Sales	Donation	0							
X	SINKEX	TBD	9							
X	Scrap	Total Inactive	1							
X	Donation	Total Active	59							
X	Remove From Service	Total Ships*	60							

* This represents the total number of vessels greater than 1,500 gross tons expected to be retired from service in the next five fiscal years. Retirement dates are subject to change relative to mission ulitilty, appropriations and availabilitty of replaement vessels where applicable.

Navy Clean Water Act Litigation

In June 2017, the Suquamish Tribe of Seattle, WA, in concert with the Washington Environmental Council and Puget Soundkeeper Alliance sued the Navy alleging the Navy performed in-water hull cleaning of the aircraft carrier Ex-INDEPENDENCE in violation of federal clean-water laws. The Tribe objected to the Navy's proposed action to scrape the hull without proper waste containment, citing the potential for the release of toxic chemicals, into the waters and sediment of Sinclair Inlet.

The lawsuit alleges that the Navy violated the Clean Water Act by scraping off the vessel's antifouling hull paint, which contains toxic chemicals, copper and zinc allowing for the direct discharge of these chemicals into Sinclair Inlet. The copper and zinc contained in the antifouling paint are toxic to marine life, particularly salmon, as the paint on the hulls are designed to prevent the build-up of barnacles and other organisms on the hulls.

The Ex-INDEPENDENCE was mothballed and berthed for nearly 20 years at the Puget Sound Naval Shipyard. The vessel's hull was scraped to eliminate the transfer of invasive species to other waters during its transit to Brownsville, Texas, for dismantling.

In March 2019, the Washington State Attorney General joined the lawsuit, bringing the additional claim that the Navy violated the State Water Pollution Control Act, which sets forth claims only the state of Washington can bring. As a result, Navy halted further ship recycling awards pending resolution of the litigation and conclusion of the NMFS biological consultation.

In January 2020, the Suquamish Tribe announced settlement of the litigation with Navy agreeing to a 10-year moratorium against in-water hull cleaning of Navy ships in Puget Sound. The moratorium includes the six inactive ships currently in Puget Sound, including the aircraft carrier Ex-KITTY HAWK, and any ships that might be brought into Puget sound in the next 10 years.

Navy has agreed that any hull scraping of aircraft carriers must be accomplished in dry dock where waste can be contained and safely disposed of. Further, Navy agreed to aid in the clean-up of Sinclair Inlet and will place a thin layer of clean sand over eight acres on the bottom of the inlet to contain the scraping debris already there from the hull cleaning of the Ex-INDEPENDENCE. Rehabilitation of Sinclair Inlet is expected to commence in 2021.

The Naval Sea Systems Command, Washington Navy Yard, issued a solicitation, on July 23, 2020, for the offer and award for dismantlement of the aircraft carriers, Ex-JOHN F. KENNEDY and Ex-KITTY HAWK. The solicitation includes notification the Government plans to clean bio fouling from the hull of the Ex-KITTY HAWK during a dry-dock availability within 8 months after contract award.

There is concern that the settlement of litigation with the Suquamish Tribe combined with the resumption of combatant ship dismantlement in accordance with the National Marine Fisheries Service (NMFS) programmatic biological opinion will portend a decrease in MARAD qualified domestic industrial ship recycling capacity and competition for the recycling of MARAD's vessels

The Navy has a back log of 25 inactive vessels designated for scrapping and full scale resumption of domestic ship recycling will lead to the award for dismantlement of two additional Navy aircraft carriers in the next two years as well as sale awards for combatant vessels by DLA. Inundating the domestic recycling industry with the two Navy carriers, combatant and non-combatant vessels, while a boon to the industry in the short term, would reduce competition for the sale for recycling of MARAD vessels, thus increasing the cost of recycling MARAD vessels and lowering the sales revenue into the VORF.

MARAD's In-Water Hull Cleaning Process

In compliance with the US Coast Guard Ballast Water Management Act and the National Invasive Species Act, MARAD utilized the USCG Interim Criteria for Cleaning Hulls of MARAD Vessels Prior to Relocation.[6] Issued in June 2006, MARAD utilized the guidelines in invasive species consultations with the relevant State environmental departments where NDRF obsolete vessels are berthed and where ship recycling locations operate to obtain State approvals for vessel cleanliness prior to transit to their state territorial waters for recycling. MARAD's process requires use of qualified in-water hull cleaning companies to perform the underwater hull cleaning prior to a vessel's departure from the fleet anchorages for recycling. The process itself is designed to remove only the biofouling from the hull leaving the underlying coating as intact as possible while not removing the basil remnants of marine growth. MARAD's process requires the use of in-water hull cleaning systems that capture and contain 90% of the effluent removed during the hull cleaning process. The States of Louisiana and Texas require vessels undergoing hull cleaning in the JRRF and BRF to depart the reserve fleets for recycling within 14 calendar days after completion of in-water hull cleaning to prevent regeneration of biological organisms. These two States will only accept non-retention vessels originating from the SBRF into their State waters if the vessels' underwater hulls are cleaned of biofouling while in dry-

[6] USCG Interim Criteria for Cleaning Hulls of MARAD Vessels Prior to Relocation can be found at https://voa.marad.dot.gov/docs/Library/standing_quot/USCG%20INTERIM%20CRITERIA%20FOR%20CLEANING%20HULL.doc

dock. Dry-docked SBRF vessels are required to depart the shipyard within 14 calendar days after undocking to prevent regeneration of biological organisms.

Environmental Stewardship
MARAD published, in August of 2009, its Final Programmatic Environmental Assessment for the Removal and Disposal of Non-Retention Vessels from the NDRF. Further, MARAD implemented strong measures to protect the environment in disposing of non-retention vessels. The Agency initiated a program in June 2009 to dry-dock SBRF vessels to achieve NISA compliance prior to towing the ships to recycling facilities in other bio-geographical areas, and by September 2009 satisfied all requirements under the NEPA, thereby eliminating a legal barrier to removing SBRF vessels.

In September 2009, MARAD contracted with, at that time, the only available San Francisco area dry-dock facility for dry-docking services to remove marine growth from the hull and exfoliated paint from topside surfaces. The cleaning of marine growth and loose exterior paint on dry-dock is accomplished prior to the towing of SBRF vessels to recycling facilities in different bio-geographical areas to mitigate the transfer of potential invasive marine species and to mitigate the exfoliating of paint during transit. The dry-docking of MARAD's SBRF vessels satisfactorily resolved the legal challenges associated with aquatic invasive species and non-permitted discharges related to NISA and the CWA.

MARAD also worked to ensure compliance with the requirements of the CWA within Texas and Virginia for facility operational activities at the JRRF and BRF. Agreement from regulatory agencies in Virginia and Texas was previously acquired pertaining to the stringent MARAD led initiative in-water process for removal and capture of marine growth from vessel hulls prior to departure to a recycling facility in a different bio-geographical area.

Ship Disposal Alternatives
While domestic dismantling/recycling, sale of ships for re-use, artificial reefing, deep-sinking and donations are all disposal alternatives available to and utilized in the past by MARAD, dismantling/recycling is the most expedient and cost-effective method. Table 2 below shows the number of vessels awarded for disposal since FY 2001 by each method. The 221 ships awarded in recycling contracts represent 96% of the 231 total vessels awarded by MARAD since 2001. The other 10 vessels were disposed of through the other four disposal methods for which there is significantly less demand and greater cost for the Federal government.

The Toxic Substances Control Act (TSCA) of 1976, 15 U.S.C. § 2601, administered by the EPA, bans the export of and prohibits the distribution in commerce of PCBs. The manufacture of PCBs in the US was banned in 1979. EPA utilizes 1985 as the threshold year after which it is unlikely that any PCB products or components remained in supply streams for use in vessel construction or repairs.

Under TSCA, the sale for re-use, donation or artificial reefing of MARAD's remaining non-retention vessels built prior to 1985 requires the vessels be remediated, to the 2006 National Guidance: Best Management Practices for Preparing Vessels Intended to Create Artificial Reefs, of all regulated levels of PCBs to the satisfaction of the EPA prior to transfer to a recipient. The process of remediating PCBs from non-retention ships built prior to 1985 is an onerous, costly

process requiring extensive sampling and testing processes before the vessel can be cleaned. An extensive vessel remediation, cleaning and third party verification plan approved in advance by the EPA is required as part of any vessel re-use, donation and artificial reefing application. This does not include costs associated with site permitting, cleaning the vessels underwater hull for compliance with the United States Coast Guard Ballast Water Management Act and the Aquatic Invasive Species Act.

MARAD's available non-retention vessels were built prior to 1985, and as such are likely to contain PCB's above regulated limits in their construction. In addition, the vessels have been extensively stripped of equipment and components and are in generally poor material condition. The restrictions of TSCA, permitting and the high costs associated with vessel preparation have proven burdensome in obtaining and preparing vessels for ship disposal alternatives. Therefore, MARAD does not offer non-retention vessels built prior to 1985 for re-use, donation or artificial reefing.

Table 2: Vessel Awards by Fiscal Year

Vessel Awards by Disposal Option by Fiscal Year																					
Type of Disposal	**FY 01**	**FY 02**	**FY 03**	**FY 04**	**FY 05**	**FY 06**	**FY 07**	**FY 08**	**FY 09**	**FY 10**	**FY 11**	**FY 12**	**FY 13**	**FY 14**	**FY 15**	**FY 16**	**FY 17**	**FY 18**	**FY 19**	**FY 20**	**Totals**
Recycling (Fee for Service)	5	2	15	11	16	13	14	4	8	11	10	0	0	3	2	1	4	2	0	0	121
Recycling (Sales)	0	0	0	2	1	5	4	16	5	0	8	16	19	8	5	1	0	3	3	4	100
Artificial Reefing	1						2			1											4
SINKEX					2																2
Donation								1													1
Sale for Reuse							3														3
Totals	6	2	15	13	19	18	23	21	13	12	18	16	19	11	7	2	4	5	3	4	231

Through September 30, 2020. The two fee for service awards in FY 2018 are the two USCG Buoy Tenders removed from the SBRF for recycling in Texas.

The Agency currently has five qualified ship recycling facilities, three in Brownsville, TX and one each in New Orleans and Amelia, LA. The Navy's Program, which includes Navy service contracts for inactive vessels and inactive vessel sales for recycling through the DLA utilizes the same three facilities in Brownsville. The three recycling contractors currently used by the Navy for dismantling/recycling of its conventional aircraft carriers are also qualified contractors under MARAD's Program and are considered the three domestic facilities with the greatest industrial capacity.

The completion of the dismantlement of the Navy aircraft carriers in early FY 2019 alleviated concerns regarding the lack of competition for contract awards due to overcapacity. The resurgence of scrap steel prices in FYs 2017- 2020 allowed MARAD to sell ten vessels for

recycling and procure recycling services for two others. Commercial recycling of ships, barges and oil rigs also rebounded during this period providing the recyclers increased product throughput opportunities.

The onset of the COVID-19 pandemic in March of 2020 and the Government mitigation measures have upended global economies, national supply chains and local businesses to the extent a normal business cycle may not return for in the foreseeable future.

Best Value Ship Disposal Source Selection Process

The Program utilizes simplified acquisition procedures authorized in Federal Acquisition Regulation (FAR) Part 13, in a competitive procurement process, to facilitate the disposal of MARAD's obsolete vessels through both the sale of vessels for recycling and for the procurement of recycling services. MARAD has issued a standing Request for Proposal (RFP) which allows interested vendors to submit technical proposals on a continuous basis. Technical proposals must address, in addition to business and operational procedures, environmental and worker safety and health considerations.

Offerors whose proposals are determined to be technically acceptable form a pool of qualified facilities eligible to compete for sales and service contracts for specific ships identified by MARAD. Offers are evaluated on a best-value basis whereby MARAD considers price and the non-price factors of performance schedule/facility capacity and past performance. As permitted under the simplified acquisition procedures, the relative order of importance of the evaluation factors is not stated in the solicitation. The importance of the evaluation factors for each of the vessel awards is not specified because the trade-offs necessary for selecting the multiple awards are often made based on the specific offers received. This approach also results in a reasonable, timelier and less complicated selection process. The Government Accountability Office assessed MARAD’s ship disposal program source selection process and concluded in its February 2014 report to Congressional Committees that MARAD’s current ship disposal process for making source selection decisions for vessel sales and price revisions for ship recycling awards is consistent with the FAR’s procedures and processes for simplified acquisitions and determining best value.

As an example, a recycling facility may offer the highest sales prices for three ships; however, based on their existing/scheduled workload and available resources, the facility is only capable of accepting and actively working two vessels. A second facility offers a lower sales price for the third ship, but has the capacity to start immediately and can complete the work in a reasonable period of time. Disposing of a non-retention vessel in a shorter period of time offers MARAD the benefit of reducing the environmental risks associated with a longer period of performance in recycling a non-retention vessel.

In this example, for the potential award of a third vessel to the second facility, capacity/schedule outweighs the higher sale price. This simplified example of the iterative process used to select the best value offer(s) illustrates how the relative importance of the factors may change during the selection process and, as such, cannot be stated with certainty before or at the time of the request for offers/prices. Different trade-offs between price and non-price factors may be warranted depending upon the number of awards being considered for an individual offeror.

MARAD publicly posts the awarded contracts on its web site, disclosing the price and the performance schedule of the successful offeror. MARAD also provides each offeror the opportunity for a debriefing after the contract awards are publicly posted. Most often, offerors do not request debriefings because the reason for the award selection is evident from the awarded and publicly posted contract price and/or performance schedule.

Since November 2008, MARAD's recycling solicitations have awarded contracts on a best-value basis for both sales contracts and service contracts. MARAD awarded a total of 109 vessels for recycling from November 2008 through FY 2020 from NDRF and Navy fleet sites. Of the 113 awards, 72 were sales and 41 were service contracts, and 84% (95 of 113) were made to the highest sales price offer or the lowest price quotation for the cost of a service contract. Therefore, while the relative importance of the evaluation factors is not stated in the solicitation, price is clearly a significant factor, though not the sole factor. Achievement of 84% of the best value awards that result in the maximum return or least cost, is assessed to be in the best interest to the U.S. Government and adheres closely to the statute. There have been no negative environmental incidents associated with any of MARAD's 113 recycling contracts.

Ship Disposal Funding

There are several factors that affect whether the recycling of non-retention NDRF ships are accomplished through vessel sales with revenue to the Government or through service contracts with MARAD paying for recycling services using appropriated funds. The primary factors include the market price of scrap metals, the vessel's size/condition, the type and quantity of hazardous materials, the quantity and type of recyclable materials, the amount of competition for each vessel, the duration/cost of the tow from the fleet to the recycling facility and the cost to remove marine growth prior to towing to different bio-geographical areas. The highest costs are typically associated with SBRF vessels due to the requirement to dry-dock each vessel to remove marine growth prior to removal and commencement of the 5,000-mile tow to a Gulf Coast recycling facility. Included in the offeror's proposal are the costs of tug mobilization and towing cost, fuel and Panama Canal transit fees.

Funding for the protective storage of the NSS has historically been apportioned from the overall SDP budget. Continuing resolutions in FYs 2010-2011 coupled with an increase in vessel sales led to larger than anticipated fund carryovers. Reduced SDP appropriations from FYs 2012-2016, a decrease in vessel sales, an increase in the procurement cost for dry-docking and ship recycling services to remove the SBRF vessels contributed to the spend down of SDP carryover funds by FY 2015. Table 3 below shows the enacted appropriations to the SDP for FYs 2011-2020 and the apportionments to the NSS.

Table 3: Ship Disposal Annual Appropriations FYs 2011-2020

Annual Ship Disposal Appropriations by Fiscal Year										
Fiscal Year	**FY 2011**	**FY 2012**	**FY 2013**	**FY 2014**	**FY 2015**	**FY 2016**	**FY 2017**	**FY 2018**	**FY 2019**	**FY 2020**
Ship Disposal	$11.97	$2.50	$2.37	$2.00	$2.00	$2.00	$7.00	$6.00	$2.00	$2.00
NS Savannah	$2.99	$3.00	$2.84	$2.80	$3.00	$3.00	$3.00	$3.00	$3.00	$3.00
DECON-LT	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$24.00	$107.00	$0.00	$0.00
Appropriation	**$14.96**	**$5.50**	**$5.21**	**$4.80**	**$5.00**	**$5.00**	**$34.00**	**$116.00**	**$5.00**	**$5.00**

Figures are in millions.

In FY 2017 SDP received an appropriation of $34M of which $24M was appropriated to the NSS to commence the decommissioning of the de-fueled nuclear power plant onboard the vessel. In FY 2018 SDP received an appropriation of $116M. MARAD apportioned $107M to the NSS, representing the balance of the requested $131M for the decommissioning and license termination project, $6M to the SDP and $3M to the NSS for protective storage.

Strong scrap steel market conditions, coupled with robust competition among the qualified domestic recyclers, resulted in an increasing number of vessel sales from FY 2011 through FY 2013. SDP appropriations were reduced to $5.5M in FY 2012, of which MARAD apportioned $3M to NSS. SDP was apportioned $2.5M, on the strength of increasing vessel sales and $20M in cumulative SDP carryover from FY 2011.

While the scrap steel markets remained strong in early FY 2014, available ship recycling capacity decreased due to the award of four Navy aircraft carrier recycling contracts, which resulted in weaker competition and greater cost for the recycling of MARAD non-retention vessels. The SDP had a carryover level of $6.6M at the start of FY 2014. SDP appropriations in FY 2014 totaled $4.8M of which MARAD apportioned $2.0M to the SDP and $2.8M to the NSS.

SDP appropriations for FY 2015 were $5.0M of which $3.0M was apportioned to the NSS for continuation of protective storage activities required under the NRC license. Apportionment of the appropriations to SDP for FY 2015 was $2.0M with a carryover of $3.6M.

In FY 2015, MARAD utilized the majority of its ship disposal funding to procure ship recycling and dry-dock services to facilitate the removal of two SBRF vessels. Scrap steel prices declined throughout all of FY 2015 to levels not seen in 15 years. The collapse in scrap steel prices caused one recycler to rescind an offer to purchase a non-retention vessel, led to the repudiation of two awarded SBRF ship recycling contracts by another recycler, and was a contributing factor in the cessation of operations at another MARAD/Navy qualified recycling facility.

In FY 2016, funds retained due to the termination of two SBRF ship recycling service contracts, one SBRF dry-dock contract and the re-procurement of one of the two SBRF ship recycling service contracts resulted in a SDP carryover level of approximately $902K into FY 2016. Savings from reduced expenditures in FY 2016 plus carryover funds from FY 2015 proved sufficient for the SDP to award service contracts for the recycling and dry-docking, totaling $1.65M, for one SBRF vessel in May 2016.

At the beginning of FY 2017, only two of the original 57 SBRF non-retention vessels included in the 2010 Consent Decree remained in the fleet. Appropriations in FY 2017 totaled $34M of which $24M was directed to the NSS to commence the initial decommissioning activities. The SDP was apportioned $7M and the NSS $3M for annual protective storage expenses. The FY 2017 SDP appropriations provided for the removal of the last two SBRF vessels in July 2017, ahead of the Consent Decree deadline. Increasing scrap steel prices in 2017 provided cost savings of approximately $2M from lower than expected award amounts for the dry-docking and recycling of the last two remaining two SBRF vessels. Service contracts in the amount of $644K were awarded for the recycling of two vessels in the JRRF in September 2017.

The SDP started FY 2018 with approximately $3.4M in FY 2017 carryover funds. Total appropriations in FY 2018 equaled $116M of which $107M was apportioned to the NSS for decommissioning, $3M to NSS for protective storage and $6M to the SDP. High scrap steel prices in FY 2018 allowed MARAD to sell three vessels crediting $3.0M into the VORF account. SDP expended $1.7M in the remediation and disposal of ex-foliating paint in preparation for disposal of a vessel from the JRRF. The SDP carried over $5.3M into FY 2019.

Appropriations in FY 2019 totaled $5M of which MARAD allocated $3M to NSS for protective storage and $2M to the SDP. Scrap steel prices remained favorable to MARAD in early FY 2019, and SDP sold three vessels crediting $2.4M into the VORF account. SDP estimates that the FY 2019 carryover will be approximately $6.6M.

Appropriations in FY 2020 again totaled $5M of which MARAD allocated $3M to NSS for protective storage and $2M to the SDP. Scrap steel prices remained favorable in early FY 2020 and MARAD sold two vessels for recycling from the JRRF. The onset of the COVID-19 pandemic in March and April coupled with Government mitigation measures delayed the award of two additional vessels for recycling. Seeking greater stability in the face of the severe economic downturn caused by the coronavirus and resulting State and local mitigation measures, MARAD implemented a graduated sale assistance plan. The plan helped alleviate the recyclers' large up-front expenditures associated with procuring services to prepare and deliver a ship to the recycling facility while preserving the original sale offers for the vessels. MARAD sold four vessels for recycling in FY 2020 for a total contract award amount of $2,067,751. SDP estimates the FY 2020 carryover amount will be approximately $8.5M.

Vessel Sales Revenues

Accrued revenue from the sale of non-retention NDRF vessels over the past ten years (FY 2010-2020) has been approximately $73 million for dismantling/recycling of 67 ships as shown in Table 4 below.

The volatility of the price of scrap steel and its impact on vessel sales is evident in data depicting the sale of vessels for recycling for FYs 2010-2018. The table indicates a trough of zero vessel sales in FY 2010, increasing to a peak of 19 vessels sold in FY 2013 with a slow slide to another trough of zero vessels sold in FY 2017. FY 2018 displays the resurgence in vessel sales with three sold in the fiscal year. In FY 2010, MARAD did not sell a single vessel for recycling but awarded service contracts for the recycling of 12 vessels. The price of scrap steel began rebounding in FY 2010, and from FYs 2011-2014 MARAD sold 51 ships and generated approximately $61 million in revenue. Vessel sales again tapered off beginning in FY 2013 and

by FY 2017 MARAD again did not sell any vessels for recycling. As vessel sales declined during FY 2013–2017 procurement of recycling services increased and in FY 2017 MARAD awarded 4 ship disposal service contracts. The decline in vessel sales for recycling in FYs 2015–2017 is directly attributable to the slowdown in domestic and international economic activity, reduced global demand for commodities, especially metals, and the subsequent collapse in the scrap metal markets. Conversely, the sale of three vessels in FY 2018 is attributable to the resurgence in domestic and international scraps steel prices, increased domestic economic activity and increased global demand for commodities.

The price of scrap steel retreated from its high of $379 per metric ton in June of 2018 and by September 2018 had fallen back to $302 per metric ton. Vessel sales in FY 2019 credited approximately $2.4M to the VORF. In FY 2020 vessel sales equaled $2.1M while funds credited to the VORF account equaled $69K with the implementation of graduated payment plans. Accrued revenue from the sale of non-retention NDRF vessels over the past ten fiscal years (FYs 2011-2020 has been approximately $73 million for the dismantling/recycling of 67 ships. Revenues from the sale of obsolete NDRF vessels are credited to the VORF account and do not supplement OSDP appropriations.

Table 4: Vessel Sales Revenue

Vessel Sales Revenue by Fiscal Year											
Fiscal Year	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
Annual Sales Revenue ($):	$7.6M	$18.9M	$24.6M	$9.6M	$6.1M	$52K	$0	$3.0M	$2.4M	$69K	$73M
Vessel Sales Contracts:	8	16	19	8	5	1	0	3	3	4	67

For this chart vessel sale revenues are calculated using the vessel contract award date as the date of receipt of sale revenues in each fiscal year. Beginning in FY 2020 sale revenues received under contracts awarded using the graduated payment plan are calculated in the fiscal year received.

The volatility of the price of scrap steel and its impact on vessel sales is evident in the above table depicting the sale of vessels for recycling for FYs 2011-2020. The table indicates eight vessels sold in FY 2011 increasing to a peak of 19 vessels sold in FY 2013, with a slow slide to a trough of zero vessels sold in FY 2017. The decline in vessel sales for recycling in FYs 2014 – 2017 is directly attributable to the slowdown in domestic and international economic activity, particularly after FY 2014; reduced global demand for commodities, especially metals; and the subsequent steep decline on scrap steel prices in the domestic and international scrap metal markets.

In FY 2017, MARAD issued two separate ship recycling sale announcements for a total of four vessels. Due to the volatile scrap steel market, MARAD was unable to sell a single vessel and instead awarded service contracts for the recycling of the four vessels. Scrap steel prices began a slow rebounded in early FY 2017, however the price rise per metric ton was insufficient to cover the recyclers' costs of removing, towing, and disposing of the last two vessels from the SBRF, as required under the Consent Decree. In addition, two vessels in the JRRF were offered for sale,

but did not sell, due to the small size of one ship and the presence of mud ballast in four of the double bottom tanks on the larger ship.[7]

Scrap steel prices continued to increase sufficiently in late FY 2017 and particularly through mid FY 2018, allowing MARAD to sell three NDRF non-retention vessels for recycling crediting $3 million to the VORF. Sustained scrap steel prices resulted in the sale of 7 vessels in FYs 2019 – 2020 crediting $2.5 million into the VORF account.

Procurement of Vessel Disposal and Environmental Services

In contrast to accrued revenue from the sale of non-retention vessels, the SDP procures services for vessel recycling and environmental remediation. Environmental remediation costs consist of removal of underwater aquatic fouling and cleaning of ex-foliating paint for compliance with the Clean Water Act, the National Invasive Species Act and the USCG Ballast Water Management regulations, among others. MARAD is required to dry-dock all NDRF vessels transiting from the SBRF to Gulf Coast ship recycling facilities. NDRF vessels transiting from the JRRF and BRF reserve fleets must undergo in water hull cleaning prior to their departure for recycling facilities in Texas and Louisiana.

Table 5 presents for FYs 2011-2020 the value of service contracts awarded for ship recycling and environmental compliance activities using ship disposal appropriated funds. The number of vessels is not equivalent to the number of service contracts awarded since vessels procured for recycling may have both a service contract for recycling and environmental compliance contract. Conversely, vessel sales contracts for recycling of SBRF vessels have only a single environment compliance contract for dry-docking services. MARAD procures the dry-docking services for SBRF vessels, whether sales or service, independently of the ship recycling contract. Sales contracts for JRRF and BRF vessels for recycling usually do not have separate service contracts for environmental compliance as these services are incorporated into the sale announcements and performed by the recycling contractor as part of the sale contract.

Table 5: Vessel Service Contracts FYs 2011-2020

Vessel Service Contracts by Fiscal Year											
Fiscal Year	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Vessel Service Contracts ($)	$11.6	$3.8	$18.9	$5.4	$2.4	$3.0	$1.3	$1.7	$0.0	$0.0	$48.1
Number of Vessels:	14	10	8	8	2	2	1	1	0	0	46

For this table procurement of ship recycling and environmental services are calculated using the contract award date of the recycling, dry-docking or hull cleaning service. Figures are in millions.

Service contracts in Table 5 do not include the USCG buoy tenders IRIS and USCGC PLANETREE, which had been in long term storage for the USCG in the SBRF. In FY 2018, the USCG provided funding and the SDP contracted for the dry-docking of both vessels in San Francisco, CA to remove aquatic hull fouling and for the procurement of ship recycling services for the recycling of the vessels. The two vessels were tandem towed to a recycling facility in Brownsville, TX for dismantlement.

[7] Mud ballast is used as permanent ballast on board a vessel to assist with a vessel's trim and stability. It is a form of drilling mud that may contain heavy metals and other contaminants. Removal of the mud ballast is accomplished during the ship recycling process, by hand, rendering removal and disposal costly and very labor intensive.

National Maritime Heritage Act

The FY 2017 NDAA amended Section 308704 of the NMHA, effective December 23, 2016, so that it now provides as follows with respect to the distribution of the earned proceeds of vessel recycling sales with the most recent changes in italics:

(A) (VORF A) 50% shall be available to the Administrator of the Maritime Administration for such acquisition, maintenance, repair, reconditioning, or improvement of vessels in the National Defense Reserve Fleet.

(B) (VORF B) 25% percent shall be available to the Administrator of the Maritime Administration for the payment or reimbursement of expenses incurred by or on behalf of State Maritime Academies or the United States Merchant Marine Academy for facility and training ship maintenance, repair, and modernization, and for the purchase of simulators and fuel.

(C) (VORF C) 25%, the remainder, shall be available as follows:

> *(i) (VORF C1) Such funds are provided to the Secretary to make grants to carry out the NPS NMHGP.*[8]
>
> *(ii) (VORF C2) <u>Set Aside</u> - Not less than 25% of the amounts available in (C)(i) each fiscal year for the NMHGP shall be used for preservation and presentation to the public of maritime heritage property of the Maritime Administration.*
>
> *(iii) Waiver. The Maritime Administrator may waive the application of clause (i) for any fiscal year.*

The set aside ensures that unless waived, MARAD will receive at a minimum 25 percent of the 25 percent (approximately 6.25 percent) of the funds allocated to the VORFC account for the VORF C2 sub-account to preserve MARAD's historic property and/or create historical maritime educational presentations to the public.

FY 2020 Beginning Fiscal Year VORF Account Balances

MARAD has created VORF sub-accounts patterned on the funding allocation requirements of Section 308704 to actively manage the ship recycling sale revenues credited into the VORF account. The FY 2020 beginning-of-fiscal-year balance of funds for the specified VORF sub-accounts is listed in Table 6.

No other accounts have been established at MARAD for the receipt of funds attributable to the sale of non-retention vessels from the NDRF for the purpose of re-use, dismantlement or recycling.

[8] Secretary in the statute refers to the Secretary of the Interior, the parent organization of the National Park Service and the grant programs referenced are the grants for maritime heritage education, 54 U.S.C. § 308703(b) and maritime heritage preservation projects, 54 U.S.C. § 308703(c).

Table 6: FY 2020 Beginning of the Year VORF Sub-Account Balances

Vessel Operating Revolving Fund	
Sub-Account Balances	
VORF A (NDRF)	$1,512,948
VORF B (SMA's & USMMA)	$1,119,349
VORF C1 (NPS)	$753,389
VORF C2 (MARAD)	$2,169,754
Suspense Account	$4,145,284
Total	$9,700,725

Amounts reflect fund totals as of October 1, 2019

Ship Disposal Sales Revenue Retained – Suspense Account

Sales proceeds credited to the VORF account from ship recycling sales are available only for distribution under the funding provisions of the NMHA when the contracts under which those sales proceeds were received have been closed. Only at that time is it clear that the sales proceeds are no longer subject to claims by the recycling contractor.

The reason behind this process is there funds do not clearly belong to the Federal Government until the contract is closed. Recycling contractors can and have submitted claims or issues have been raised that affect MARAD entitlement to the sales proceeds from various contracts. The Federal Government's full rights to the contracts' proceeds are not complete until the recycling contract is completed and the contract is closed.

To ensure that sufficient funds are available if a refund or other reduction of all or a portion of the purchase price to the recycler is necessary, sales proceeds are placed into a VORF suspense sub-account until all contract contingent liabilities are extinguished. Once all contract contingent liabilities are satisfied, the sales proceeds are distributed from the suspense account into the other appropriate VORF sub-accounts as per the funding requirements of the NMHA.

Recyclers are required to provide contract performance bonds acceptable to MARAD and compliant with U.S. Treasury Department regulations. Forms of performance bonds may include postal money order, certified check, cashier's check, irrevocable letter of credit or wire transfers. MARAD credits wire transfers for the required contract performance bond amounts into the VORF suspense account with the knowledge the funds will be returned after the successful completion of the ship recycling contract.

Contingent Liabilities

Where a sales contract is still in performance and has not been closed, a contractor can make a claim that affects the sales proceeds. As an example, in September 2013 MARAD awarded a contract to recycle a single vessel. The contractor completed dismantling the vessel in September 2014, but a claim that MARAD's vessel documentation was legally insufficient and that due to the unexpected higher recycling costs, the contractor was legally entitled to the return of the purchase price, was not resolved until October 2016. Until that resolution, the sale proceeds did not clearly belong to the Federal Government because they were encumbered by a contingent liability.

VORF Obligations and Funds Provided

The suspense account balance at the beginning of FY 2020 was $4,145,284 comprised of awarded FY 2019 sales contracts still under dismantlement that had not yet completed. In FY 2020, funds in the VORF totaling $3,205,064 were allocated to the various VORF sub-accounts as per the NMHA distribution requirements. In FY 2020 sales contracts totaling $2,067,751 were awarded of which $69,153 in revenue was credited to the suspense account. None of these funds were available at the end of FY 2020 for allocation to the other VORF sub-accounts since the underlying ship recycling contracts had not yet completed and potential liabilities and claims against the funds were not yet extinguished by closing the recycling contracts. These funds will become available for allocation in FY 2021.

Table 7 provides a summary of funds obligated, distributed, or made available to each of the NMHA Program recipients from funds available in the VORF sub-accounts for FY 2020. The FY 2020 ending balance represents the funds available at the beginning of FY 2021.

Table 7: FY 2020 VORF Sub-Account Summary of Internal Transactions

VORF Sub-Account Summary of Internal Transactions					
Beginning Balance, Allocations, Credits, Recoveries					
Sub-Accounts	Balance	Allocations	Credits	Recovery	Funds Available
VORF A (NDRF)	$1,512,948		$1,602,532	$1,564	$3,117,045
VORF B (SMA's & USMMA)	$1,119,349		$801,266	$0	$1,920,615
VORF C1 (NPS)	$753,389		$600,950	$0	$1,354,339
VORF C2 (MARAD)	$2,169,754		$200,317	$257,054	$2,627,125
Suspense Account	$4,145,284	($3,205,064)	$69,153	$70	$1,009,443
Total	$9,700,725	($3,205,064)	$3,274,217	$258,688	$10,028,566

- **Balance:** The balance of funds in the VORF account at the beginning of FY 2020 totaled $9,700,725 of which $3,205,064 was pending allocation from the suspense account and $6,823,502 was available for allocation from the VORF sub-accounts.
- **Allocations:** During FY 2020, funds totaling $3,205,064 were allocated from the suspense account and distributed to the other VORF sub accounts. Funds totaling $1,009,443 remain in the suspense account and will be available for distribution to the other sub-accounts in FY 2021 once the underlying ship recycling sales contracts are completed. Funds in the amount of $872,577 have been allocated from the VORF-B sub account to the USMMA and will be distributed in FY 2021.
- **Credits/Recovery:** In FY 2020, funds totaling $69,153 were credited to the VORF suspense account from the sale for recycling of four NDRF non-retention vessels. Funds totaling $3,205,064 were distributed to the VORF sub-accounts from the allocation of funds from the suspense account. De-obligated funds in the amount of $258,688 were recovered from the close-out of completed projects in the VORF A, C2 and Suspense Account in FY 2020.
- **Funds Available:** Represents the balance of funds prior to the obligation or distribution of funds from within in each VORF sub-account.

Table 8 provides a summary of funds obligated, distributed, or made available to each of the NMHA Program recipients from funds available in the VORF sub-accounts for FY 2020. The FY 2020 ending balance represents the funds available at the beginning of FY 2021.

Table 8: FY 2020 VORF Program Obligations, End of Fiscal Year Balance

VORF Sub-Account Summary of Obligations			
Funds Available, Obligations, Final Fiscal Year Balance			
Sub-Accounts	Funds Available*	Obligations	FY 20 Ending Balance
VORF A (NDRF)	$3,117,045	($2,057,187)	$1,059,858
VORF B (SMA's & USMMA)	$1,920,615	($1,032,000)	$888,615
VORF C1 (NPS)	$1,354,339	($1,354,339)	$0
VORF C2 (MARAD)	$2,627,125	($238,288)	$2,388,837
Suspense Account	$1,009,443	($300,000)	$709,443
Total	$10,028,566	($4,981,813)	$5,046,752

* Includes prior year recoveries and de-obligations.

Below is a breakdown of the FY 2020 transactions from each VORF sub-account.

- **VORF A:** In accordance with the 50% funding allocation required by the NMHA, the following transactions occurred in this sub account:
  - Funds in the amount of $2,057,187 were obligated for NDRF vessel maintenance and repair projects and for a specified design study

Project	Description	Funding
Annual Maintenance	Perform annual maintenance repairs and regulatory drydock on the T/V Freedom Star	$1,962,187
Design Study	Perform a design study for the recapitalization of the aging special mission vessels in the NDRF.	$95,000
	Total Funds	$2,057,187

  - Funds in the amount of $1,564,000 were recovered from prior year contract closeout actions.

- **VORF B:** In accordance with the 25% funding allocation required by the NMHA, funds totaling $1,032,000 were disbursed and obligated to the six State Maritime Schools in FY 2020. Amounts to the individual schools are listed in the table below.

Academy	Funds
U.S. Merchant Marine*	$0
Maine Maritime	$172,000
Massachusetts Maritime	$172,000
Great Lakes Maritime	$172,000
Texas A&M Maritime	$172,000
California Maritime	$172,000
SUNY Maritime	$172,000
Total Funds	$1,032,000

* Funds in the amount of $872,577 were allocated to the USMMA and will be distributed in FY 2021.

- **VORF C1**: In accordance with the 25% funding allocation required by the NMHA, the following transactions occurred in this sub account:

- Funds in the amount of $1,354,339 were allocated from the VORF C1 sub-account to the NPS in FY 2020 to support the NPS National Maritime Heritage Grants Program.

- **VORF C2:** In accordance with the 25% funding allocation required by the NMHA in which 25% of this 25% (6.25%) is set aside for the Maritime Administration, the following transactions occurred in this sub account:
  - Funds in the amount of $238,109 were obligated for various projects for the preservation and presentation to the public of maritime heritage property of the Maritime Administration.
  - MARAD expended $398,452 in FY 2020 for the preservation and presentation to the public of MARAD's maritime heritage property including funds for two term full time equivalents to curate specific projects. These funds include amounts on open contracts from prior year obligations. Project durations and funding obligations span multiple fiscal years.

- **SUSPENSE ACCOUNT:** The balance in the suspense account at the beginning of FY 2020 was $4,145,284. Sales proceeds and other collections credited into the VORF suspense account in FY 2020 totaled $69,153. Funds allocated from the suspense account to the other sub-accounts totaled $3,205,064 in FY 2020. The FY 2020 end of year fund balance totaling $709,443 will be distributed to the other VORF sub-accounts as per the NMHA allocation requirements once contingent liabilities have been extinguished for each underlying sale contract.

VORF A: NDRF Project Funds Distribution

Fifty percent of the funds credited to the VORF are made available to the Maritime Administrator for acquisition, maintenance, repair, reconditioning, or improvement of vessels in the NDRF. Table 9 provides a summary of the FY distributions from the VORF A sub-account for FYs 2011-2020.

Table 9: VORF A Fund Distributions FY 2011-2020

VORF A Distributions to the NDRF by Fiscal Year											
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Summary
VORF - A	$1.0M	$2.2M	$5.3M	$7.5M	$10.5M	$798K	$5.9M	$1.5M	$391K	$2.0M	$37.1M

VORF B: USMMA and SMA's Funds Distribution

Twenty-five percent of the funds credited to the VORF are made available to the USMMA and the six SMAs. Table 10 provides a summary of the funds distributed to the USMMA and SMAs for FYs 2011-2020.

Table 10: VORF B Funds Distributed to the Maritime Academies FY 2011-2020

VORF Distributions to the USMMA and State Maritime Academies by Fiscal Year											
ACADEMY	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	SUMMARY
US Merchant Marine Academy	$147,959	$962,000	$0	$0	$1,600,000	$0	$69,241	$750,000	$0	$0	$3,529,200
Maine Maritime Academy	$60,537	$940,056	$0	$1,000,000	$0	$0	$120,000	$155,000	$0	$172,000	$2,447,593
Massachussets Maritime Academy	$20,180	$940,056	$0	$1,000,000	$0	$0	$120,000	$155,000	$0	$172,000	$2,407,236
Great Lakes Maritime Academy	$20,180	$940,056	$0	$1,000,000	$0	$0	$120,000	$155,000	$0	$172,000	$2,407,236
Texas Maritime Academy	$20,180	$940,056	$0	$1,000,000	$0	$0	$120,000	$155,000	$0	$172,000	$2,407,236
California Maritime Academy	$131,165	$940,056	$0	$1,000,000	$0	$0	$120,000	$155,000	$0	$172,000	$2,518,221
New York Maritime College	$131,165	$940,056	$0	$1,000,000	$0	$0	$120,000	$155,000	$0	$172,000	$2,518,221
Annual Total	**$531,366**	**$6,602,333**	**$0**	**$6,000,000**	**$1,600,000**	**$0**	**$789,241**	**$1,680,000**	**$0**	**$1,032,000**	**$18,234,940**

Funds in the amount of $872,577 were allocated to the USMMA and will be distributed in FY 2021.

VORF C: Maritime Heritage Funds Distribution

Twenty-five percent of the funds credited to the VORF shall be used for maritime heritage property preservation and presentation. Funds are made available to the Secretary of the Interior to carry out the NPS's National Maritime Heritage Grant Program (NMHGP) (VORF C1) with not less than 25% of the funds designated to the NPS set aside to preserve MARAD's historic property and/or create historical maritime educational presentations to the public. (VORF C2).

Table 11 provides a summary of the FY distributions for FYs 2011-2020 from the VORF C2 sub-account to the NPS for the NMHG program and to MARAD to preserve MARAD's historic property and/or create historical maritime educational presentations to the public.

Table 11: VORF C Funds Provided for Maritime Heritage FY 2011-2020

VORF Distributions to the NPS and MARAD by Fiscal Year											
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Summary
VORF - C1 NPS	$0	$0	$0	$2.0M	$2.8M	$968K	$5.0M	$0.00	$0.00	$1.35	$12.2M
VORF - C2 HQ	$176K	$200K	$410K	$246K	$498K	$3.3M	$368K	$233K	$619K	$238K	$6.3M
Annual Total	**$176K**	**$200K**	**$410K**	**$2.2M**	**$3.3M**	**$4.3M**	**$5.4M**	**$232K**	**$619K**	**$1.6M**	**$18.4M**

VORF C1: National Park Service NMHGP

MARAD transferred $1,354,339 to the NPS in FY 2020 to support maritime heritage projects selected by the NPS in the National Maritime Heritage Grant Program (NMHGP). The NPS Grant Program Information can be found at https://www.nps.gov/maritime/grants/intro.htm.

VORF C2: MARAD Maritime Heritage

In FY 2020, MARAD obligated $238,109 for newly approved projects for the preservation and presentation to the public of maritime heritage property of the Maritime Administration. Overall MARAD expended $398,452 in FY 2020 for ongoing projects to preserve MARAD's historic property and/or create historical maritime educational presentations to the public including funds for two term full time equivalents to curate specific projects. These funds include amounts on

open contracts from prior year obligations. Project durations and funding obligations span multiple FYs.

Suspense Account: The balance in the suspense account at the beginning of FY 2020 was $4,145,284. Sales proceeds and other collections credited into the VORF suspense account in FY 2020 totaled $69,153. Funds allocated from the suspense account to the other sub-accounts totaled $3,205,064 in FY 2020. The FY 2020 end of year fund balance totaling $709,443 will be distributed to the other VORF sub-accounts as per the NMHA allocation requirements once contingent liabilities have been extinguished for each underlying sales contract.

MARAD Maritime Heritage Projects

Table 12 presents a list of each project selected by the Maritime Administrator, for preservation and presentation to the public of MARAD's maritime heritage property, for which funds from the VORF C2 sub-account were expended in FY 2020.

Table 12: FY 2019 MARAD Maritime Heritage Projects

FY 2020 VORF C2 Approved Fund Expenditures			
Project		**Description**	**Expended Funds**
VORF C2 (HQ)		**MARAD FY 2020 Maritime Heritage Projects**	
1	Cheatham Annex reconfiguration of artifact storage space and heritage asset inventory (2019).		$388
2	Contract position at academy- Colorado State University (CSU) and security clearance (2019).		$146,150
3	NSS Nuclear Historian Consultation -Development if thematic assessment and mitigation plans to support Programmatic Agreement for the NHPA Section 106/110 compliance (2016).		$13,805
4	Two term FTE curators (HQ and American Merchant Marine Museum) (2019).		$238,039
5	Travel.		$70
		Total Expended Funds	**$398,452**

Amounts reflect funds obligated for contract actions through FY 2020.

Fiscal Year 2021 Planned Disposal Activities

At the end of FY 2020, MARAD had two NDRF non-retention vessels in the disposal queue, not yet under contract, consisting of the CAPE ALAVA in the JRRF and the CAPE GIRARDEAU in the SBRF. However, SDP issued a sales announcement in July, 2020, for the recycling of the CAPE ALAVA. SDP expects to award the sale contract for the recycling of the vessel in October of 2020. Projections are for four to six vessels will be downgraded to non-retention and placed into the disposal queue in FY 2021.

Several Federal initiatives are underway that will directly impact the number of ships available for disposal by the SDP over the next two to five years. The initiatives include:

- **RRF Re-Capitalization:** The RRF is embarking on a re-capitalization effort to initially acquire up to seven existing commercial vessels to place into the RRF for sealift requirements. Older vessels in the RRF will be retired and placed in the disposal queue. Their logistic support vessels held in NDRF will also enter the disposal queue.
- **Large, Medium-Speed Roll-on/Roll-off (LMSR) Transfer:** NAVY is proceeding with the necessary planning for the transfer of eight LMSR vessels to the RRF as early as late FY 2022. These vessels will supplant existing RRF vessels which will be downgraded and placed in the disposal queue.
- **National Security Multi-Mission Vessel (NSMV) Ship Construction:** MARAD has returned to shipbuilding with the construction of the first NSMV. Funding has been secured for the four vessels. It is anticipated additional appropriations may be forthcoming for additional vessels, five in total. Further, other Federal Agencies are interested in the NSMV design which may portend construction of additional vessels. As these new ships enter service as training vessels at the State Maritime Academies the aging school ships and their logistic support vessels held in the reserve fleets will be retired and placed in the disposal queue.
- **DoD Vessel Sealift Vessel Changes:** Continuous evaluation of the Nation's Sealift requirements assesses vessel capabilities in support of mitigation measures against perceived threats. Discussions between MARAD, Navy and the US Transportation Command, (TRANSCOM) should result in acceleration of the retirement of active vessels and the decision to dispose of aging vessels within both MARAD and Navy reserve fleets.

In July 2020 MARAD and the National Oceanic and Atmospheric Administration (NOAA) executed a Memorandum of Agreement (MOA) for the disposal by the SDP of surplus NOAA ships. Incorporated into the MOA was the surplus NOAA vessel HI'IALAKAI, an oceanographic research ship. SDP plans to issue a sale for foreign re-use two-part invitation for bid in the 1st quarter of FY 2021. Initial technical proposals will be evaluated for compliance with Federal statutes. In part two sealed bids will be requested from only those offerors with qualified technical proposals. The ship will not be permitted to operate in the United States.

Discussions are ongoing with the US Army Corps of Engineers (USACE) to dispose of 48 SEABEE barges located on board the RRF vessels CAPE MAY, berthed in Norfolk, VA and the NDRF vessel CAPE MENDOCINO, anchored in the BRF. The USACE SeaBee barge program has been terminated and the barges declared surplus. USACE is on track to transfer the barges to MARAD in the first quarter of FY 2021. MARAD expects to downgrade the CAPE MENDOCINO to non-retention status available for disposal in early FY 21 at which point the

vessel, along with the barges and their contents, will be offered for sale for recycling. MARAD is evaluating disposal options for the barges on board the CAPE MAY including the sale for recycling with delivery of the barges to the recycling location.

SDP anticipates The Offshore Petroleum Discharge System (OPDS) vessels CHESAPEAKE (BRF) and PETERSBURG (SBRF) as well as the Lighter Aboard Ship (LASH) Ships CAPE FAREWELL (BRF), CAPE FLATTERY (BRF) and CAPE FEAR (SBRF) will be downgraded to non-retention available for disposal.

Title to the Navy Ship Ex-NASSAU, located in the BRF, is expected to be conveyed to MARAD by the end of December 2020. SDP will offer this vessel for disposal as soon as possible after receipt of title. SDP and the Navy INACTIVE Ships Office continue to move forward with the disposal of the three merchant-type vessels located in the NISMO facility in Philadelphia, PA.

Five-Year Disposal Program Projections

The current number of non-retention vessels in inventory and awaiting disposal is at a historic low. However, given the Federal initiatives anticipated to come to fruition in the next two to four years the number of vessels available for disposal will increase and average between three to five vessels. Vessel downgrade projections are estimated due to the numerous variables, beyond the control of the SDP, that affect the availability of additional ships for disposal, such as, the timetable for transferring and downgrading vessels to non-retention status, holding vessels for the logistic support of existing Navy and RRF vessels and appropriations for new ship construction. The backlog of obsolete MARAD ships that accumulated in the 1990s has been eliminated to the point that no more than 10 total vessels are likely to be in non-retention status in any given year for the foreseeable future. Table 13 provides a five-year projection for Government owned merchant-type vessels disposals greater than 1,500-gross tons as reported from other Government agencies.

Table 13: Vessel Disposal Projections FYs 2021-2025

Vessel Disposal Projections by Fiscal Year					
Fiscal Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Number of Vessels	4-6	3-4	3-5	3-5	3-5

The number of vessels available for disposal is expected to increase beginning in FY 21 due to the implementation of the Federal vessel retirement and downgrade initiatives. MARAD anticipates the disposal of an average of 4-6 vessels in FY 2021 with the disposal of 3-5 vessels annually in FYs 2022-2025.

The Five-Year Vessel Retirement projections from Figure E indicate there will be a total of 60 vessels retired in the next five years, 20 by the US Navy, Active Vessels, 10 by the US Military Sealift Command, 22 by MARAD, 2 by the USCG, 4 by NOAA and 1 each by the USACE and the NSF. Unclear is when exactly each of these vessels will be placed for recycling. Fourteen vessels are scheduled for retirement in FY 2021, 5 each by MARAD and Navy Active, 2 by USCG and 1 each by MSC and NSF.

Ship Disposal Program Performance Measures

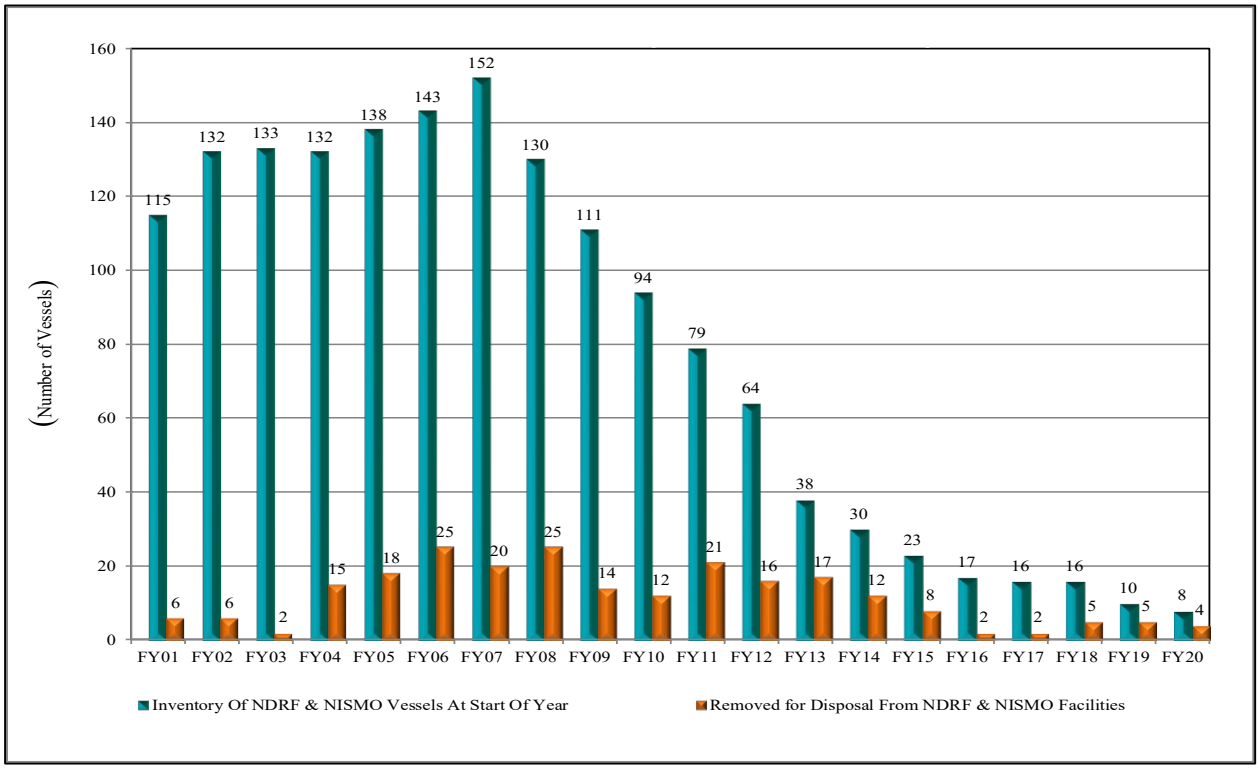
The Program's annual performance measures of vessels awarded, vessels removed and vessels disposed are the most direct measure of progress in disposing of obsolete ships and meeting the Agency environmental stewardship targets. The Agency's ability to meet future performance targets is based on numerous factors including, but not limited to, the following:

- The market price of recyclable steel.
- Each vessels size and material condition.
- The type and quantity of hazardous materials on each vessel.
- Timing and amount of annual appropriations.
- The availability of competitive recycling facilities with available capacity and adequate production throughput.
- Feasibility of disposal options available to the Program.
- Dry-dock availability, throughput and cost (SBRF ships only).
- Availability of commercial towing assets and associated fuel costs.
- The costs of aquatic nuisance species sampling, assessment, and threat mitigation, including the dry-docking of SBRF ships for the removal of marine growth on the hulls.
- The costs of environmental remediation of hazmat streams such as asbestos, PCB and loose exterior paint present on the obsolete non-retention vessels.

Negative trends in any one or a combination of those variables are beyond the Agency's control and can significantly affect meeting the performance targets. The targets for each year are established during the annual President's Budget Request development process 18 months prior to the specified budget year.

The most direct measure of the Program's performance is the annual target for vessel removals. Figure G below presents at the start of each FY the number of obsolete vessels available in the disposal inventory compared to the number of obsolete vessels removed from FY 2001 through September of 2020.

Figure G: Obsolete Vessels in Inventory/Removals by Fiscal Year



Note: Inventory includes the three NISMO vessel available for disposal via MARAD.

As shown in Figure H, MARAD has exceeded the ship removal target by an average of 3.0 vessels per year over the 20-year period; missing the annual target in only five years. It is interesting to note that from FYs 2001–2013 the annual vessel removal target was not achieved in only one year, 2003. This 13-year period coincided with a large number of non-retention vessels in inventory needing to be disposed, sufficient qualified ship recycling capacity, and large appropriations which averaged $12.3M per year. Sufficient appropriations allowed the program to award service contracts by which to balance the poor vessel sales years of FYs 2001–2007. Between FYs 2008-2013 vessel sales increased and outpaced service contracts. During this period vessel sales aided the program in allowing adequate appropriations and carryover funds to be applied to the dry-docking and recycling of the SBRF vessels under the California Court Consent Decree.

MARAD did not meet its annual vessel removal targets from FYs 2014-2017. This period coincides with the collapse of the domestic scrap steel market, reduction in ship recycling capacity, Navy aircraft carrier and DLA ship dismantlement awards and the prominent reduction in ship disposal annual appropriations, which averaged approximately $2.0M during the three fiscal years.

In FY 2014, the decrease in domestic recycling capacity available to MARAD, a decrease in competition for MARAD recycling contracts and the length of recycling acquisition cycles resulted in 12 actual ship removals, three short of the removal target.

In FY 2015, the decrease in domestic recycling capacity available to MARAD, a decrease in competition for MARAD recycling contracts, the plunge in the price of recycled steel prices and the lack of vessel sales resulted in eight actual ship removals, two short of the removal target.

In FY 2016, MARAD faced the same factors as in the previous year but was further impeded due to limited appropriations. The result was the removal of only two vessels in FY 2016, four short of the removal target.

In FY 2017, MARAD again faced continued lower prices for scrap steel, late appropriations sufficient to remove the last two SBRF Consent Decree vessels requiring dry-docking and long tows. Thus, MARAD sold no vessels for recycling and fell four vessels short of the FY 2017 removal target.

In FY 2018, MARAD benefited from the increase in scrap steel prices and sold three vessels for recycling. A total of five vessels departed for recycling from the MARAD fleet sites in FY 2018 two more than the removal target.

In FY 2019, continued benefits from sustained scrap steel prices allowed MARAD to sell three vessels for recycling. A total of five vessels departed for recycling from the MARAD fleet sites in FY 2019 including the two USCG buoy tenders from the SBRF.

In FY 2020, continued benefits from sustained scrap steel prices pre-COVID-19 through March 2020 allowed MARAD to sell two vessels for recycling. After March 2020 SDP initiated the graduated sales assistance plan to sustain two vessel sale offers viable, provide economic flexibility to contract awards and keep vessel moving to recycling facilities. A total of four vessels departed for recycling from the MARAD fleet sites in FY 2020.

Figure H: Vessel Removal Projections Compared to Actual Vessel Removals

Vessel Removal Projections Compared to Actual Vessel Removals

Obsolete NDRF and Federal vessels removed annually from MARAD NDRF and Navy NISMF sites.

FY	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Actuals (Thru FY2020)
Target:	3	3	4	4	15	13	13	16	14	10	10	12	15	15	10	6	6	3	3	4	179
Actual:	6	6	2	15	18	25	20	25	14	12	21	16	17	12	8	2	2	5	5	4	235 (Δ

The differential (Δ) between the targets and actual results for vessel removals over the last 20 years shows that all annual targets have been met or exceeded except for five years. The targets that were not met in FYs 2014-2017 corresponded to the worst collapse in the scrap steel markets since 2001. The cumulative Δ between targets and actual over the same period is significant and indicative of the Program's overall progress and effectiveness despite the environmental and legal challenges incurred.

Environmental Regulation and Related Legal Challenges
The challenges related to the NISA and the CWA compliance requires appropriate financial resources to mitigate invasive species impact to the environment. The Agency is complying with the USCG's application of NISA and its regulations in administering ship disposal activities to protect the environment. The USCG and MARAD reached an agreement to accomplish in-water hull cleaning (commonly known as "scamping") to remove soft aquatic growth prior to towing the non-retention vessels from the fleets to recycling. NDRF vessels are cleaned waterborne in Texas and Virginia prior to transit for recycling in Texas and Louisiana. Vessels must depart the fleet locations within 14 days after completion of the hull cleaning to prevent new growth on the underwater hull. Waterborne marine growth mitigation costs have ranged from $75-150 thousand per ship and reduce sales revenues when the recyclers procure the service. MARAD qualifies commercial diving companies capable of performing waterborne hull cleaning while the Navy utilizes their own contractor. Availability of the diving companies has the potential to impact the rate of vessel removals from the fleets.

For ships in the SBRF, MARAD will continue to perform cleaning in dry-dock because of concerns related to possible paint discharges. California allows in-water hull cleaning of active RRF vessels in San Francisco Bay waters with an approved discharge capture method. However, because of unique concerns regarding specific aquatic species in Texas and Louisiana, MARAD currently continues to clean SBRF vessels destined for recycling in those two States in dry-dock. Due to these concerns, the cleaned SBRF vessels must also be removed from San Francisco Bay waters within 14 days after undocking. The requirement to dry-dock SBRF ships in California to clean underwater hulls of marine growth before departure has cost an average of approximately $500K per ship. The availability of dry-docks has been limited to one or two companies over the years and for the shipyards, MARAD vessels are low priority after commercial and US military vessels. Further, mobilizing towing assets to remove the vessels after dry-docking within the prescribed timeframe is subject to their availability.

In January 2017, BAE Systems San Francisco Ship Repair, sold its shipyard operations to Puglia Engineering, Inc., a Tacoma, WA based ship repair company. Shortly after the sale, the condition of the shipyard's two dry-docks led Puglia to sue BAE Systems for misrepresentation. Puglia decided to close the facility in May 2017 rather than invest additional funds to repair the dry-docks. The shipyard facility had not re-opened. Now, there is one non-retention vessel located in the SBRF available for disposal. However, MARAD does have retention vessels in the SBRF that in the future will be available for disposal. The closing of the Puglia Shipyard in San Francisco leaves Mare Island DryDock as the sole remaining full service shipyard available to dry-dock future SBRF vessels slated for disposal.

II. N.S. SAVANNAH

The NSS is a legacy asset maintained by MARAD. MARAD is responsible for NSS because it is the agency that built and operated it under statutory authority enacted in 1956. The NSS was defueled and has been inoperable since the mid-1970's however, it's nuclear power plant is substantially intact, and remains subject to licensing and inspection by the NRC. MARAD is a Federal licensee as defined in the Atomic Energy Act of 1954, as amended (and implementing regulations at 10 CFR 50), and is responsible for the asset until the license is terminated through decommissioning. To meet its obligations under the license, MARAD maintains a proficient and competent nuclear capability and licensee organization. That organization, known as the Savannah Technical Staff (STS), is located within the OSDP since the MARAD reorganization of 2007. The STS is a blended organization composed of organic MARAD staff, contractors, and government partner organizations with decommissioning expertise. The organization and the NSS are unique to MARAD and the Department of Transportation (DOT). NSS is home ported in Baltimore, MD and berthed at Pier 13, Canton Marine Terminal, 4601 Newgate Avenue.

Licensed Activities

The NRC license to possess and dismantle the nuclear facilities installed onboard the ship is the overarching regulatory authority applicable to the NSS[9]. The license is not limited to the discrete compartments onboard the ship in which nuclear equipment and systems are located; rather, it covers the entire envelope of the ship. The ship itself, whether mobile or stationary, is the licensed site boundary and serves as the primary physical structure to protect the safety and health of the public and environment. Similar to a landside nuclear power plant, all activities within the site boundary (i.e., onboard the ship) are conducted under the authority of the NRC license, and are referred to as licensed activities. There are three major components to the licensed activities program: radiological protection; nuclear compliance; and ship husbandry/ custodial care. MARAD employs a single technical support contractor to provide integrated services in these areas.

Radiological Protection (RP) programs are prescribed by the NRC and are designed to protect workers and visitors (where visitor refers to anyone not trained and qualified as a radiation worker) from the harmful effects of exposure to human-generated radiation. The RP program employed onboard the NSS is designed for the site-specific conditions unique to NSS and fully considers the plant's shutdown condition. Comparable programs are maintained at all other shutdown commercial nuclear power plants in the U. S.

Nuclear compliance, sometimes referred to by MARAD as "license technical support" involves the core nuclear skills, disciplines and expertise that establish the institutional competency to manage a nuclear facility. This is the nuclear analog to the comprehensive maritime expertise that MARAD naturally possesses by virtue of its ship owning and ship operations activities. Neither MARAD nor DOT own or maintain any other nuclear power facility; consequently, the

[9] In June 2018, the NRC issued license amendment 15 which approved MARAD's request to revise the NSS Facility Operating License NS-1 to remove its prohibition on dismantling and disposal of the NSS nuclear facilities. The Possession-Only license retains a prohibition on reactivating and operating the nuclear power plant; however, the authorization to dismantle, and ongoing decommissioning activities make this prohibition moot.

specialized nuclear compliance services are critical to MARAD's continued satisfactory performance as a NRC-licensee. Ship husbandry and custodial care services are necessary to maintain and safeguard the ship as the aforementioned primary physical structure of the licensed site. These services are well-within MARAD's normal core competencies.

Licensed activities include administrative programs and a broad spectrum of surveillance, and monitoring actions, preventative maintenance, and radiological and environmental surveys. The comprehensive program is designed to meet the statutory and regulatory obligations imposed by the continued retention of the vessel in protective storage. Detailed annual reports are submitted to the NRC and are publicly available.

MARAD oversight of the STS program is exercised through the organizational line of authority, and an Executive Steering Committee (ESC). Appropriated funds are sourced annually in the Ship Disposal Appropriation, with immediate oversight of funds management exercised by the Director, Office of Ship Disposal. The ESC is composed of agency senior civilian management, reporting to the Maritime Administrator. The ESC meets in accordance with its charter, and provides a mechanism by which the licensee staff can provide input to, and receive guidance and direction from agency leadership. The STS program manager is the designated licensee, and represents the Agency in all matters before the NRC.

Stewardship

The NSS is a Federally-owed National Historic Landmark (NHL). It was designated as a NHL in 1991, and is the only directly-owned, managed and maintained NHL property in the Department of Transportation inventory.[10] Under the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, the highest standard of care for historic objects falls upon Federal owners of NHLs. Consequently, MARAD maintains an appropriate historic stewardship program for the NSS. With due care and thoughtful planning, MARAD seamlessly integrates stewardship into licensed activities, and avoids direct costs or similar burdens that might otherwise accrue if stewardship obligations were managed separately.

The NSS stewardship obligations are the primary responsibility of MARAD. Decommissioning and license termination are Federal Undertakings in which the NRC also has a role. The NRC license is the authority under which decommissioning will be performed, and under the provisions of the NHPA, that Federal license to permit the Undertaking requires the NRC to ensure that historic preservation requirements, including mitigation of adverse effects, are completed. For NSS it is important to note that decommissioning and license termination will not negate the ship's NHL status, and disposition of the ship is combined with decommissioning as a single Undertaking. MARAD will retain some measure of stewardship responsibilities post-decommissioning, unless a seamless disposition objective is determined and a plan is developed and implemented during the decommissioning process. Otherwise, stewardship obligations will remain until an independent disposition action is taken post-license termination. All disposition efforts are being considered through the NHPA Section 106 consultative process.

[10] Washington Union Station is owned by the DOT, acting through the Federal Railroad Administration. The station complex, including air rights above the tracks, is managed and maintained by the independent Union Station Redevelopment Corporation, a public-private quasi-governmental entity established in 1983.

Status of the Facility During FY 2020
The NRC status of the facility is dismantlement, based on the removal of the dismantlement prohibition from the license in FY 2018. Dismantlement is characterized by removal of radioactive fluids, radioactive wastes and other materials having activities above accepted unrestricted activity levels. Baseline (referred to herein as Protective Storage) activities continue to be performed. These include active surveillance, monitoring and maintenance of the nuclear facilities housed onboard the ship, and custody and maintenance of the ship as the primary physical boundary and protective barrier of the licensed site.

Throughout the 1Q FY 2020, and extending into 2Q (mid-February), NSS was on drydock in Philadelphia, PA. The ship returned to its Baltimore layberth on February 14, and resumed normal operations. Beginning in mid-March, the COVID-19 pandemic national emergency affected shipboard operations, and on March 31, all decommissioning activities were suspended. NSS was maintained in baseline protective storage through early summer. MARAD implemented its pandemic return-to-work plan on NSS, and entered Stage 2 of that plan on June 29. Stage 2 operations continued through the end of the fiscal year.

Protective Storage
MARAD's baseline licensed activities program is compliant with NRC regulations and guidelines, and is comparable to the SAFSTOR protective storage programs at all other domestic, permanently-shutdown and defueled commercial nuclear power plants. NRC regulations and guidelines require active processes, programs and procedures that are fundamentally equivalent to those present in an operating plant. The work associated with these processes, programs and procedures is reduced in scope based on the defueled and inoperable condition of the facility, but may not be eliminated. These same processes, programs and procedures are employed in the dismantlement phase of decommissioning, again, with workloads adjusted to match the demands of the decommissioning activities.

MARAD's protective storage program for the NSS combines contemporary nuclear expertise with modified marine best practices drawn from MARAD's extensive experience maintaining ships in reduced states of readiness. The program will continue at the baseline level of effort throughout the decommissioning project. Upon completion of decommissioning and termination of MARAD's NRC license, the protective storage program will be brought to an orderly conclusion.

Decommissioning and License Termination
Decommissioning is the process by which a nuclear power plant is safely removed from service, and residual radioactivity is reduced to a level that permits termination of its license. The NRC controls the decommissioning process through its regulations and other guidelines. Decommissioning in the US is a mature process from both the technological and regulatory standpoints. MARAD's decommissioning project adapts these mature commercial processes to the unique circumstances of the NSS. MARAD's approach utilizes the ship's interior volume to the maximum extent possible to keep activities within the site boundary, just as at landside commercial nuclear power plants. Also, as with landside plants, decommissioning contractors will mobilize to the NSS site to perform work. A shipyard is not required for this effort. This approach is outlined in MARAD's 2008 Environmental Assessment (EA), 2019 Supplemental

EA, and its NRC Post Shutdown Decommissioning Activities Report (PSDAR). The project will take place in the Port of Baltimore.

MARAD's decommissioning project is structured in three major phases spanning a seven-year time period, where the scope of each phase is roughly defined by its name. Phase I is a two-year period of engineering and planning, combined with minor dismantlement activities to nuclear systems and components in outlying areas of the ship. Phase I includes the licensing actions necessary to support the subsequent heavy industrial dismantlement that takes place in Phase II. Phase II is estimated to require as much as four years and is the heavy engineering and industrial activities necessary to complete radiological remediation and dismantlement of the nuclear systems, structures and components. Phase III is License Termination, with a duration of about one year wherein the NRC conducts independent confirmatory surveys and inspections.

MARAD formally implemented its decommissioning project at the outset of FY 18. MARAD employed its existing integrated management contractor to execute the work. MARAD awarded a bridge contract at the end of FY 18 to the incumbent contractor to complete Phase I. Because of the delays induced by the COVID-19 pandemic emergency, the Phase I work was not complete at the end of FY 20; MARAD expects the work to be complete in the 2nd Qtr of FY 21. Acquisition of decommissioning services to support Phases II and III was in-progress at the end of FY 20.

FY 2020 Significant NSS Activities

Significant activities may be grouped into two major subject areas: regulatory compliance and decommissioning support. In the regulatory compliance area, MARAD submitted to the NRC a license amendment to make minor corrections to the license Technical Specifications, and held a public meeting with the NRC during the 1Q to discuss aspects of the future License Termination Plan submittal. MARAD also continued its multi-party consultation under Section 106 of the National Historic Preservation Act. Decommissioning support activities include tangible work, and engineering and planning efforts. MARAD's integrated technical support contractor provides resources to accomplish all activities. During FY 2020, the tangible work activities included the remaining minor radiological dismantlement tasks in engineering spaces outside the reactor compartment, and continued marine construction inside the ship (cargo holds and hotel spaces) to provide infrastructure spaces to support Phase II dismantlement of the reactor compartment. The contractor also carried out routine preventative maintenance, repairs and upgrades, preservation of the ship's structural integrity, and restoration of ship systems and equipment necessary for husbanding the ship and performing decommissioning activities. The following significant activities were performed in FY 2020:

- Compartment modifications in Cargo Holds 3 and 4 incidental to establishing a waste material handling and packaging facility.
- Expanded and upgraded the fire and smoke detection, general alarm system, and ship wide alarm annunciation.
- Constructed and repaired as necessary equipment and systems to restore to operation the Reactor Compartment Hatch, Number 4 Cargo Hold Main Deck Hatches, and a Heel Control System.
- Constructed OSHA and NFPA compliant access and emergency egress systems, and permanent climate controls and HEPA exhaust systems for the Reactor Compartment and cargo hold industrial working spaces (work scheduled for completion in 1Q FY 2021).

- Drydocked the ship (September, 2019 through February, 2020) for underwater hull maintenance, conducted radiological surveys of the hull surface in accordance with the Multi-Agency Radiation Surveys and Site Investigation Manual, and removed equipment dismantled in the Buffer Seal Charge Pump Rooms.

Engineering and planning activities concentrated on supporting the above tangible work. Other significant planning and engineering activities included radiological and environmental characterization of all spaces to support the procurement of Phase II dismantlement services, and the License Termination Plan (anticipated to be submitted to the NRC in FY 2021).

III. FY 2020 BIENNIAL SHIP DISPOSAL PROGRAM ASSESSMENT SUMMARY: INTERIM

Overview

In accordance with 40 U.S.C. § 548, MARAD shall dispose of surplus vessels of 1,500-gross tons or more that the Administration determines to be merchant-type vessels or capable of conversion to merchant use. By this statute, MARAD is the disposal agent for all federally owned merchant-type surplus vessels greater than 1,500-gross tons. These include obsolete merchant ships moored at NDRF sites that, while part of the NDRF, are not assigned to the RRF, or otherwise designated for a specific purpose. It includes merchant-type vessels owned by other Federal agencies that meet the statutory gross tonnage threshold. When ships are determined to be no longer useful for defense or humanitarian relief missions, the SDP arranges for their responsible disposal on a worst-first basis at domestically qualified ship recycling facilities. Disposal of government vessels by foreign recycling facilities is prohibited by the Duncan Hunter National Defense Authorization Act of FY 2009, Pub. L. 110-417, § 3502, 122 Stat. 4356 (Oct. 14, 2008).

Procurement Method

The primary disposal methods available to the program are the sale of vessels for recycling or the procurement of recycling services through the use of appropriated funds. Ninety-six percent of all vessel disposal actions since FY 2001 have been via ship recycling. The program has evolved into a streamlined vessel sales and acquisition methodology. Utilizing the FAR Part 13 Commercial Acquisition Procedure Standing Quotations, MARAD qualifies ship recycling facilities through the submittal of general technical proposals. Once qualified, the ship recycling facility is eligible to submit sales or service offers for the disposal of MARAD selected non-retention vessels. MARAD periodically identifies specific vessel(s) for disposal via an electronic Announcement issued only to qualified ship recycling facilities. The announcement contains both a Request for Sales Offers (RFSO) and a Request for Price Quotations (RFPQ) as identified under the solicitation. The requests are independent of each other, and only when no RFSOs are received will MARAD officially request RFPQs. For either type of contract, awards are made based on the best-value criteria described in the SDP solicitation. The streamlined vessel recycling acquisition process has been refined to the point where the SDP can issue a vessel announcement, receive either sales or service offers, conduct the best value evaluations, and issue contract awards in under sixty calendar days.

Program Effectiveness

The SDP has proven to be very adept at taking advantage of the volatile scrap steel market. Careful monitoring of scrap steel prices allows the program to react quickly to surges in the price of scrap steel by selling more vessels. Consequentially, the SDP has been able to sell large numbers of non-retention vessels when the price of scrap steel is rising or at market highs. Conversely, when the price of scrap steel falls, the SDP has difficulty selling vessels for recycling and must procure ship recycling services using appropriations. This is primarily a function of limited available funding at the time of the market fluctuation. In FY 2020, MARAD successfully sold four NDRF vessels for recycling, awarding sales contracts totaling approximately $2.1 million in revenues.

MARAD internal controls, acquisition procedures, information and communication processes, and budgetary and reporting structures provide a framework whereby the SDP has a low risk of not meeting its goals and objectives based on the execution of its processes and procedures. The program will, however, always remain subject to external factors beyond its control that can impact its ability to meet its goals and objectives. These primary factors bear repeating and include: a) the market price of scrap metals; b) the vessel's size/condition; c) the type and quantity of hazardous materials contained in the vessel; d) the quantity and type of recyclable materials that make up the vessel; e) the amount of competition for each vessel; f) the duration/cost of the tow from the fleet to the recycling facility; and g) the cost to remove marine growth from the vessel's hull prior to towing to different bio-geographical areas.

Federal Vessel Outreach Issues

The OSDP Policy Directive 16-03 established within the SDP a Federal vessel outreach program with corresponding procedures to:

a. Identify the universe of vessels owned and operated by the Federal Government for which MARAD will be the exclusive disposal agency; and
b. Notify other Federal agencies of MARAD's role and responsibilities for vessel disposal under 40 U.S.C. § 548; and
c. Annually collect disposal schedules for Government-owned merchant-type vessels from other Federal agencies for dissemination to Congress and the domestic ship recycling industry.

MARAD has identified the Federal agencies who own and operate merchant-type vessels or vessels that can be converted to merchant-type use that meet and exceed the 1,500-gross ton statutory criteria. They include the United States Army Corps of Engineers (USACE), the Department of the Army (ARMY), MARAD, the Department of the Navy (Navy), NAVSEA Inactive Ships Office (SEA 21I), NAVSEA Military Sealift Command (MSC), NAVSEA Office of Naval Research, (ONR), National Science Foundation (NSF), National Oceanic and Atmospheric Administration, (NOAA), and the USCG. In FYs 2016 – 2020, MARAD requested and received vessel retirement and disposal data from each such agency for its list of vessels meeting the statutory threshold for which MARAD would act as the disposal agent.

There were no notable incidents whereby MARAD identified surplus vessel sale actions by other Federal agencies which exceeded the statutory criteria for disposal by MARAD. On the contrary, successful application of the Federal Vessel Outreach procedures resulted in the following:

a. Consultation with GSA regarding MARAD's sale authorities resulted in the opening of discussions with NOAA for the disposal of their surplus ships.
b. Execution of an MOA with NOAA for the disposal of surplus NOAA ships which exceed the statutory threshold. This action led directly to the development of a two-step Invitation for Bid for the sale for re-use of the surplus vessel HI'IALAKAI.
c. Discussions with SEA-21I for the accelerated conveyance of title to the Ex-NASSAU for disposal by SDP to assist the recycling industry cope with the economic uncertainties caused by the COVID-19 pandemic.
d. Continuing dialogue with the USACE for the disposal of the surplus SeaBee barges.

e. Discussions with MSC for the accelerated transfer to MARAD of decommissioned MSC vessels for short-term storage in MARAD fleet anchorages. These vessels will be fast tracked for disposal by SDP.

For agencies, other than MARAD and Navy, that operate merchant-type vessels, past practice has been to sell surplus vessels via the GSA utilizing the sale proceeds to offset operating costs or newer vessel acquisitions. These agencies, being unaware of the MARAD's statutory requirement, as well as applicable environmental laws, are usually caught off guard with insufficient funding when confronted with unexpected vessel preparation, environmental remediation and towing costs necessary to bring vessels into environmental compliance for disposal by MARAD or relocation to a MARAD fleet anchorage site. Avoidance or disposition of the MARAD requirements becomes the standard process to mitigate compliance. These incidents highlight the continuing education needed to increase statutory awareness of MARAD's ship disposal authorities and the implications of non-compliance.

COVID-19 Pandemic

Government mitigation measures to stem the spread of the coronavirus led to uncertainty in the scrap steel markets, supply chain delays and disruptions and reduced scrap steel demand. State and local quarantine measures, including closure of the Southern border with Mexico caused business closures and labor shortages resulting in reduced ship recycling operations, employee layoffs, and facility closures. SDP instituted a graduated sales plan to assist the ship recycling facilities in resuming full operations. The plan mitigated the large upfront expenditures necessary to prepare, tow and deliver obsolete vessels to the recycling facility. The plan features a graduated payment process consisting of a minimum down payment with escalating payments due at major milestone points during the contract performance period. This effort has kept MARAD ship sale announcements viable, provided economic flexibility to ship recycling contract awards, and most importantly has kept ships moving to recycling facilities.

IV. CONCLUSION

An aggressive program of maximizing the use of disposal funding and pursuing all feasible disposal options has resulted in the removal of 235 obsolete vessels since 2001. Those removals from the MARAD and Navy NISMO fleet sites reversed the trend in the growth of the number of obsolete ships in MARAD's custody. As of October 1, 2020, there were only 2 NDRF non-retention vessels not under contract for disposal remaining in MARAD's three fleet sites, which is a historic low. There are three SEA-21I ships in the NISMO in Philadelphia available for disposal by MARAD.

Moreover, the best-value award and removal of all the Program's high priority ships has significantly mitigated the threat of residual oil and exfoliating paint discharge into the environment.

MARAD has credited approximately $73 million in ship sales revenue to the VORF since FY 2011. The VORF A sub-account has distributed approximately $37.1 million to various projects associated with repairs, maintenance, and upgrades to vessels in the NDRF. The VORF B sub-account has distributed approximately $18.2 million to the USMMA and six SMAs for facility and training ship maintenance, repair, and modernization, and for the purchase of simulators and fuel. The VORF C sub-account has distributed approximately $18.4 million, of which $12.2 million has been provided to the NPS for utilization in the NMHGP.

The market price of recyclable steel is the primary factor which affects the Government's ability to sell vessels for recycling or procure recycling services. The price of scrap steel is volatile in nature, unpredictable and derived from worldwide economic conditions. It directly affects other ship recycling variables such as the availability of competitive recycling facilities with available capacity and adequate production throughput; dry-dock availability (for SBRF ships); the costs of environmental remediation of hazardous material streams such as asbestos, PCBs and loose exterior paint present on the non-retention vessels and the nature and number of vessels recycled in the US, both government and non-government.

The rebound in scrap steel prices from mid-FY 2017 through mid-FY 2020, pre-COVID-19 pandemic, reduced the Federal Government's cost of procuring recycling services and led to the sale of four NDRF non-retention vessels for recycling in FY 2020.

The volatility of the scrap steel markets re-appeared after April of 2020 with the onset of the economic downturns caused by Government mitigation measures in response to COVID-19. Implementation of the SDP graduated payment plan sustained two vessel sales in the latter half of FY 2020; providing relief to upfront expenses in obtaining and delivering vessels to the recycling facility and providing ships to the recycling industry to assist in economic recovery.

As of late FY 2020 low scrap steel supply and demand have sustained the scrap steel markets into a state of uneasy equilibrium. The global economic situation resulting from the COVID-19 pandemic is unpredictable and any future prediction in the movement of scrap steel prices is pure speculation.

Federal sealift initiatives in late FY 2020 point to an increase in the number of vessels slated for retirement in the next five years. This will have direct bearing on the number of vessels available for disposal as existing older vessels are removed from the fleet sites and newer decommissioned vessels are accelerated for disposal.

Since launching the Federal Ship Outreach program MARAD has seen multiple instances where other Federal agencies circumvent the requirements of MARAD's statutory Surplus Ship sales authority and associated environmental compliance requirements. The reasons are twofold: 1) they choose not to expend funds to environmentally remediate and prepare vessels for transit for recycling or storage at MARAD's anchorage facilities, and 2) they do not want to relinquish the sales proceeds to another Federal agency.

Simultaneously, GSA and DLA fail to follow their own vessel definition guidelines, lack knowledge of MARAD vessel sale authorities, do not challenge seller documentation, nor consult MARAD on ship sales.

Increased awareness of MARAD's ship disposal authorities in FY 2020 lead to new consultations with GSA and execution of an MOA with NOAA for the disposal of surplus NOAA ships.

MARAD will continue its Federal Ship Disposal Outreach program, identifying vessels slated for retirement and providing the industry with a forecasting tool to help ascertain which of the retired vessels will be available for recycling.

Continuing challenges for MARAD and other Federal agencies include increased awareness of MARAD ship disposal authorities and associated environmental statutes, which direct surplus vessel retirement planning, funding, preparation and eventual disposal.

MARAD will continue to expedite the disposal of non-retention vessels at qualified facilities and at the best-value to the Government, while giving consideration to worker safety and the environment, as required by the Floyd D. Spence National Defense Authorization Act for Fiscal Year 2001, Pub. L. 106-398, § 3502.

APPENDIX A

United States Army Corps of Engineers – List of Vessels

United States Army Corps of Engineers-USACE

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	Wheeler	MT	Dredge	Active	1982	38								TBD
2	Essayons	MT	Dredge	Active	1983	37								TBD
3	McFarland	MT	Dredge	Active	1967	53	TBD						X	**2025**
4	Hurley	MT	Dredge	Active	1993	27								TBD
5	Yaquina	MT	Dredge	Active	1981	39								TBD
6	Jadwin	MT	Dredge	Active	1933	87								TBD
7	Potter	MT	Dredge	Active	1932	88								TBD
8	Mississippi	MT	Towboat	Active	1993	27								TBD

Legend		Disposition Summary					Planned Removal from Service Summary					
MT	Merchant Type Vessel	Retain	0				Avail for	Fiscal Year Removed from Service				
C	Combatant Vessel	SINKEX	0				Disposal	FY 21	FY 22	FY 23	FY 24	FY 25
Active	Operating/Readiness/Support status	Foreign Military Sales	0				0	0	0	0	0	1
Inactive	Non-operating/Non-retention status	Scrap	0									
X	Foreign Military Sales	Donation	0				Changes to vessel disposition status and retirement dates are in bold					
X	SINKEX	TBD	1									
X	Scrap	Total Inactive	0									
X	Donation	Total Active	8									
X	Remove From Service	Total Number of Ships*	8				* This represents the total number of vessels greater than 1,500 gross tons owned by the USACE					

APPENDIX B

United States Department of the Army – List of Vessels

United States Department of the Army - ARMY

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	USAV General Frank S. Besson, Jr (LSV-1)	MT	Logistics Support Vessel	Active	1988	32								2029
2	USAV CW3 Harold C. Clinger (LSV-2)	MT	Logistics Support Vessel	Active	1988	32								2029
3	USAV General Brehon B. Somervell (LSV-3)	MT	Logistics Support Vessel	Active	1988	32								2029
4	USAV Lt. General William B. Bunker (LSV-4)	MT	Logistics Support Vessel	Active	1988	32								2029
5	USAV Major General Charles P. Gross (LSV-5)	MT	Logistics Support Vessel	Active	1991	29								2029
6	USAV SP4 James A. Loux (LSV-6)	MT	Logistics Support Vessel	Active	1995	25								2029
7	USAV SSGT Robert T. Kuroda (LSV-7)	MT	Logistics Support Vessel	Active	2003	17								2027
8	USAV Major General Robert Smalls (LSV-8)	MT	Logistics Support Vessel	Active	2003	17								2027
9	USAV Worthy (T-AGOS-14)	MT	Missile Instrumentation Ship	Active	1986	34								2027
10	Keystone State 6801	MT	Barge Derrick	Active	1998	22								2029
11	Saltillo 6802	MT	Barge Derrick	Active	1999	21								2029
12	Springfield 6803	MT	Barge Derrick	Active	2000	20								2030
13	Delaware 6804	MT	Barge Derrick	Active	2000	20								2030

Legend	
MT	Merchant Type Vessel
C	Combatant Vessel
Active	Operating/Readiness/Support status
Inactive	Non-operating/Non-retention status
X	Foreign Military Sales
X	SINKEX
X	Scrap
X	Donation
X	Remove From Service

Disposition Summary	
Retain	0
SINKEX	0
Foreign Military Sales	0
Scrap	0
Donation	0
TBD	0
Total Inactive	0
Total Active	13
Total Number of Ships*	13

Planned Removal from Service Summary

Avail for Disposal	Fiscal Year Removed from Service				
	FY 21	FY 22	FY 23	FY 24	FY 25
0	0	0	0	0	0

Changes to vessel disposition status and retirement dates are in bold

* This represents the total number of vessels greater than 1,500 gross tons owned by the ARMY

APPENDIX C

United States Maritime Administration – List of Vessels

United States Maritime Administration - MARAD														
No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	FB-62	MT	Barge Office	Active	1944	76								2035
2	Cape Farewell	MT	Barge Ship	Active	1973	47	Scrap	X	X					**2021**
3	Cape Flattery	MT	Barge Ship	Active	1973	47	Scrap	X	X					**2021**
4	Cape Fear	MT	Barge Ship	Active	1971	49	Scrap	X		X				**2022**
5	Cape May	MT	Barge Ship	Active	1972	48	Scrap	X				X		**2024**
6	Cape Mendocino	MT	Barge Ship	Active	1972	48	Scrap	X	X					2021
7	Cape Mohican	MT	Barge Ship	Active	1973	47	Scrap	X				X		**2024**
8	Curtiss	MT	Break Bulk	Active	1969	51								2025
9	Wright	MT	Break Bulk	Active	1970	50								2026
10	Cape Girardeau	MT	Break Bulk	Inactive	1968	52	Scrap	X						2020
11	Cape Jacob	MT	Break Bulk	Active	1961	59	Scrap	X					X	**2025**
12	Cape Juby	MT	Break Bulk	Active	1962	58	**Scrap**	X					X	**2025**
13	Cape Nome	MT	Break Bulk	Active	1969	51	Scrap	X		X				**2022**
14	Cape Avinof	MT	Break Bulk	Active	1963	57	Retain							**2030**
15	Cape Ann	MT	Break Bulk	Active	1962	58	Retain							**2030**
16	Cape Bover	MT	Break Bulk	Active	1966	54	Scrap	X		X				**2022**
17	Del Monte	MT	Break Bulk	Active	1968	52								2029
18	Cape Chalmers	MT	Break Bulk	Active	1963	57								2029
19	Cape Alava	MT	Break Bulk	Inactive	1962	58	Scrap	X						2013
20	Gopher State	MT	Crane Ship	Active	1973	47								2028
21	Flickertail State	MT	Crane Ship	Active	1969	51	Scrap	X				X		2024
22	Cornhusker State	MT	Crane Ship	Active	1969	51								**2026**
23	Keystone State	MT	Crane Ship	Active	1967	53								**2026**
24	Grand Canyon State	MT	Crane Ship	Active	1966	54	Scrap	X				X		**2024**
25	Gem State	MT	Crane Ship	Active	1966	54								**2026**
26	Diamond State	MT	Crane Ship	Active	1960	60	Scrap	X		X				2022
27	Green Mountain State	MT	Crane Ship	Active	1965	55	Scrap	X					X	2025
28	Algol	MT	Roll-On/Roll-Off	Active	1973	47								2033
29	Bellatrix	MT	Roll-On/Roll-Off	Active	1973	47								2033
30	Capella	MT	Roll-On/Roll-Off	Active	1973	47								2033
31	Antares	MT	Roll-On/Roll-Off	Active	1972	48								2032
32	Denebola	MT	Roll-On/Roll-Off	Active	1974	46								2034
33	Regulus	MT	Roll-On/Roll-Off	Active	1973	47								2033
34	Altair	MT	Roll-On/Roll-Off	Active	1973	47								2033
35	Pacific Tracker	MT	Missile Instrumentation Ship	Active	1965	55								2027
36	Pacific Collector	MT	Missile Instrumentation Ship	Active	1970	50								2027
37	NS Savannah	MT	Nuclear Ship	Active	1962	58								2031
38	Cape Hudson	MT	Roll-On/Roll-Off	Active	1979	41								2029
39	Cape Horn	MT	Roll-On/Roll-Off	Active	1979	41								2029
40	Cape Henry	MT	Roll-On/Roll-Off	Active	1979	41								2029
41	Cape Inscription	MT	Roll-On/Roll-Off	Active	1976	44								2026
42	Cape Isabel	MT	Roll-On/Roll-Off	Active	1977	43								2027
43	Cape Island	MT	Roll-On/Roll-Off	Active	1977	43								2027

United States Maritime Administration - MARAD

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
44	Cape Intrepid	MT	Roll-On/Roll-Off	Active	1976	44								2026
45	Admiral Callaghan	MT	Roll-On/Roll-Off	Active	1968	52								2030
46	Pollux	MT	Roll-On/Roll-Off	Active	1973	47								2033
47	Cape Washington	MT	Roll-On/Roll-Off	Active	1982	38								2032
48	Cape Wrath	MT	Roll-On/Roll-Off	Active	1982	38								2032
49	Cape Victory	MT	Roll-On/Roll-Off	Active	1985	35								2035
50	Cape Vincent	MT	Roll-On/Roll-Off	Active	1984	36								2034
51	Cape Texas	MT	Roll-On/Roll-Off	Active	1977	43								2027
52	Cape Taylor	MT	Roll-On/Roll-Off	Active	1977	43								2027
53	Cape Kennedy	MT	Roll-On/Roll-Off	Active	1979	41								2029
54	Cape Knox	MT	Roll-On/Roll-Off	Active	1979	41								2029
55	Cape Orlando	MT	Roll-On/Roll-Off	Active	1981	39								2031
56	Cape Rise	MT	Roll-On/Roll-Off	Active	1977	43								2027
57	Cape Ray	MT	Roll-On/Roll-Off	Active	1977	43								2027
58	Cape Race	MT	Roll-On/Roll-Off	Active	1977	43								2027
59	Cape Diamond	MT	Roll-On/Roll-Off	Active	1972	48								2032
60	Cape Domingo	MT	Roll-On/Roll-Off	Active	1973	47								2033
61	Cape Decision	MT	Roll-On/Roll-Off	Active	1973	47								2033
62	Cape Douglas	MT	Roll-On/Roll-Off	Active	1973	47								2033
63	Cape Ducato	MT	Roll-On/Roll-Off	Active	1972	48								2032
64	Cape Edmont	MT	Roll-On/Roll-Off	Active	1971	49								2031
65	Cape Trinity	MT	Roll-On/Roll-Off	Active	1978	42								2028
66	Triumph	MT	Surveillance Ship	Active	1984	36	Scrap	X		X				**2022**
67	Lawrence H. Gianella (T-AOT 1125)	MT	Tanker	Active	1985	35	Scrap	X			X			**2023**
68	Petersburg	MT	Tanker	Active	1963	57	Scrap	X	X					**2021**
69	Chesapeake	MT	Tanker	Active	1964	56	Scrap	X	X					**2021**
70	Samuel L Cobb	MT	Tanker	Active	1985	35	Scrap	X			X			**2023**
71	Paul Buck	MT	Tanker	Active	1985	35	Scrap	X			X			**2023**
72	Richard G Matthiesen	MT	Tanker	Active	1983	37	Scrap	X			X			**2023**
73	Kennedy	MT	Training Ship	Active	1967	53	Scrap	X			X			**2023**
74	Empire State	MT	Training Ship	Active	1962	58	Retain							2030
75	State Of Maine	MT	Training Ship	Active	1989	31	Retain							2034
76	Golden Bear	MT	Training Ship	Active	1971	49	Retain							2034
77	State Of Michigan	MT	Training Ship	Active	1985	35	Retain							2035
78	General Rudder	MT	Training Ship	Active	1984	36	Retain							2034

Legend	
MT	Merchant Type Vessel
C	Combatant Vessel
Active	Operating/Readiness/Support status
Inactive	Non-operating/Non-retention status
X	Foreign Military Sales
X	SINKEX
X	Scrap
X	Donation
X	Remove From Service

Disposition Summary	
Retain	7
SINKEX	0
Foreign Military Sales	0
Scrap	24
Donation	0
TBD	0
Total Inactive	2
Total Active	76
Total Number of Ships*	78

Planned Removal from Service Summary

Avail for Disposal	Fiscal Year Removed from Service				
	FY 21	FY 22	FY 23	FY 24	FY 25
24	5	5	5	4	3

Changes to vessel disposition status and retirement dates are in bold

* This represents the total number of vessels greater than 1,500 gross tons owned by MARAD

CHANGES IN VESSEL STATUS FROM THE PREVIOUS FISCAL YEAR

1	Simon Lake	MT	Submarine Tender	Inactive	1964	56	The vessel was removed from the James River Reserve Fleet for recycling in February 2019
2	Sumner	MT	Surveying Ship	Inactive	1992	28	The vessel was removed from the Beaumont Reserve Fleet for recycling in June 2019
3	Equality State	MT	Crane Ship	Inactive	1962	58	The vessel was removed from the Beaumont Reserve Fleet for recycling in June 2019
4	USNS Lawrence H. Gianella (T-AOT 1125)	MT	Tanker	Active	1985	35	The vessel was transferred to MARAD in September 2019

APPENDIX D

United States Navy NAVSEA - List of Navy Active Ships

United States Department of the Navy

Navy Active Ships - NAVSEA

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	USS Enterprise (CVN -65)	C	Aircraft Carrier	Inactive	1960	60	Retain							2017
2	USS America (LHA-6)	MT	Amphibious Assault Ship	Active	2012	8								TBD
3	USS Makin Island (LHD-8)	MT	Amphibious Assault Ship	Active	2006	14								TBD
4	USS WASP (LHD 1)	MT	Amphibious Assault Ship	Active	1987	33								TBD
5	USS Essex (LHD-2)	MT	Amphibious Assault Ship	Active	1991	29								TBD
6	USS Kearsarge (LHD-3)	MT	Amphibious Assault Ship	Active	1992	28								TBD
7	USS Boxer (LHD-4)	MT	Amphibious Assault Ship	Active	1993	27								TBD
8	USS Bataan (LHD-5)	MT	Amphibious Assault Ship	Active	1996	24								TBD
9	USS Bonhomme Richard (LHD-6)	MT	Amphibious Assault Ship	Active	1997	23								TBD
10	USS Iwo Jima (LHD-7)	MT	Amphibious Assault Ship	Active	2000	20								TBD
11	USS Blue Ridge (LCC-19)	MT	Amphibious Command Ship	Active	1969	51								TBD
12	USS Mount Whitney (LCC-20)	MT	Amphibious Command Ship	Active	1970	50								TBD
13	USS Lewis B Puller (T-ESB 3)	MT	Expeditionary Sea Base	Active	2015	5								TBD
14	USS San Antonio (LPD-17)	MT	Amphibious Transport Dock	Active	2003	17								TBD
15	USS New Orleans (LPD-18)	MT	Amphibious Transport Dock	Active	2004	16								TBD
16	USS Mesa Verde (LPD-19)	MT	Amphibious Transport Dock	Active	2004	16								TBD
17	USS John P. Murtha (LPD-26)	MT	Amphibious Transport Dock	Active	2014	6								TBD
18	USS Somerset (LPD-25)	MT	Amphibious Transport Dock	Active	2012	8								TBD
19	USS Arlington (LPD-24)	MT	Amphibious Transport Dock	Active	2010	10								TBD
20	USS Anchorage (LPD-23)	MT	Amphibious Transport Dock	Active	2011	9								TBD
21	USS San Diego (LPD-22)	MT	Amphibious Transport Dock	Active	2010	10								TBD
22	USS New York (LPD-21)	MT	Amphibious Transport Dock	Active	2007	13								TBD
23	USS Green Bay (LPD-20)	MT	Amphibious Transport Dock	Active	2006	14								TBD
24	USS Rushmore (LSD-47)	MT	Dock Landing Ship	Active	1989	31								TBD
25	USS Ashland (LSD-48)	MT	Dock Landing Ship	Active	1989	31								TBD
26	USS Tortuga (LSD-46)	MT	Dock Landing Ship	Active	1988	32								TBD
27	USS Comstock (LSD-45)	MT	Dock Landing Ship	Active	1988	32								TBD
28	USS Gunston Hall (LSD-44)	MT	Dock Landing Ship	Active	1987	33							X	2025
29	USS Fort McHenry (LSD-43)	MT	Dock Landing Ship	Active	1986	34			X					2021
30	USS Germantown (LSD-42)	MT	Dock Landing Ship	Active	1984	36							X	2025
31	USS Whidbey Island (LSD-41)	MT	Dock Landing Ship	Active	1983	37								TBD
32	USS Chancellorsville (CG 62)	C	Guided Missile Cruiser	Active	1988	32								TBD
33	USS Bunker Hill (CG 52)	C	Guided Missile Cruiser	Active	1985	35	Retain	OCIR			X			2023
34	USS Mobile Bay (CG 53)	C	Guided Missile Cruiser	Active	1985	35	Retain	OCIR			X			2023
35	USS Antietam (CG 54)	C	Guided Missile Cruiser	Active	1986	34	Retain	OCIR		X				2022
36	USS Leyte Gulf (CG 55)	C	Guided Missile Cruiser	Active	1986	34	Retain	OCIR		X				2022
37	USS San Jacinto (CG 56)	C	Guided Missile Cruiser	Active	1986	34	TBD			X				2022
38	USS Lake Champlain (CG 57)	C	Guided Missile Cruiser	Active	1987	33	TBD			X				2022
39	USS Philippine Sea (CG 58)	C	Guided Missile Cruiser	Active	1987	33	TBD					X		2024
40	USS Princeton (CG 59)	C	Guided Missile Cruiser	Active	1987	33	TBD					X		2024
41	USS Monterey (CG 61)	C	Guided Missile Cruiser	Active	1988	32					X			2023
42	USS Cowpens (CG 63)	C	Guided Missile Cruiser	Active	1989	31								TBD
43	USS Gettysburg (CG 64)	C	Guided Missile Cruiser	Active	1989	31								TBD
44	USS Chosin (CG 65)	C	Guided Missile Cruiser	Active	1989	31								TBD
45	USS Hue City (CG 66)	C	Guided Missile Cruiser	Active	1990	30								TBD
46	USS Shiloh (CG 67)	C	Guided Missile Cruiser	Active	1990	30						X		2024

United States Department of the Navy

Navy Active Ships - NAVSEA

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
47	USS Anzio (CG 68)	C	Guided Missile Cruiser	Active	1990	30								TBD
48	USS Vicksburg (CG 69)	C	Guided Missile Cruiser	Active	1991	29								TBD
49	USS Lake Erie (CG 70)	C	Guided Missile Cruiser	Active	1991	29								TBD
50	USS Cape St. George (CG 71)	C	Guided Missile Cruiser	Active	1992	28								TBD
51	USS Vella Gulf (CG 72)	C	Guided Missile Cruiser	Active	1992	28				X				2022
52	USS Port Royal (CG 73)	C	Guided Missile Cruiser	Active	1992	28				X				2022
53	USS Normandy (CG 60)	C	Guided Missile Cruiser	Active	1988	32						X		2024
54	USS Howard (DDG-83)	C	Guided Missile Destroyer	Active	1999	21								TBD
55	USS Winston S. Churchill (DDG-81)	C	Guided Missile Destroyer	Active	1999	21								TBD
56	USS Bulkeley (DDG-84)	C	Guided Missile Destroyer	Active	2000	20								TBD
57	USS Lassen (DDG-82)	C	Guided Missile Destroyer	Active	1999	21								TBD
58	USS Farragut (DDG-99)	C	Guided Missile Destroyer	Active	2005	15								TBD
59	USS McCampbell (DDG-85)	C	Guided Missile Destroyer	Active	2000	20								TBD
60	USS Shoup (DDG-86)	C	Guided Missile Destroyer	Active	2000	20								TBD
61	USS Mason (DDG-87)	C	Guided Missile Destroyer	Active	2001	19								TBD
62	USS Preble (DDG-88)	C	Guided Missile Destroyer	Active	2001	19								TBD
63	USS Mustin (DDG-89)	C	Guided Missile Destroyer	Active	2001	19								TBD
64	USS Chafee (DDG-90)	C	Guided Missile Destroyer	Active	2002	18								TBD
65	USS Pinckney (DDG-91)	C	Guided Missile Destroyer	Active	2002	18								TBD
66	USS Momsen (DDG-92)	C	Guided Missile Destroyer	Active	2003	17								TBD
67	USS Chung-Hoon (DDG-93)	C	Guided Missile Destroyer	Active	2002	18								TBD
68	USS Nitze (DDG-94)	C	Guided Missile Destroyer	Active	2004	16								TBD
69	USS James E. Williams (DDG-95)	C	Guided Missile Destroyer	Active	2003	17								TBD
70	USS Bainbridge (DDG-96)	C	Guided Missile Destroyer	Active	2004	16								TBD
71	USS Forrest Sherman (DDG-98)	C	Guided Missile Destroyer	Active	2004	16								TBD
72	USS Kidd (DDG-100)	C	Guided Missile Destroyer	Active	2004	16								TBD
73	USS Gridley (DDG-101)	C	Guided Missile Destroyer	Active	2005	15								TBD
74	USS Sampson (DDG-102)	C	Guided Missile Destroyer	Active	2006	14								TBD
75	USS Truxtun (DDG-103)	C	Guided Missile Destroyer	Active	2007	13								TBD
76	USS Sterett (DDG-104)	C	Guided Missile Destroyer	Active	2007	13								TBD
77	USS Dewey (DDG-105)	C	Guided Missile Destroyer	Active	2008	12								TBD
78	USS Stockdale (DDG-106)	C	Guided Missile Destroyer	Active	2008	12								TBD
79	USS Gravely (DDG-107)	C	Guided Missile Destroyer	Active	2009	11								TBD
80	USS Wayne E. Meyer (DDG-108)	C	Guided Missile Destroyer	Active	2008	12								TBD
81	USS Jason Dunham (DDG-109)	C	Guided Missile Destroyer	Active	2009	11								TBD
82	USS William P. Lawrence (DDG-110)	C	Guided Missile Destroyer	Active	2009	11								TBD
83	USS Spruance (DDG-111)	C	Guided Missile Destroyer	Active	2010	10								TBD
84	USS Michael Murphy (DDG-112)	C	Guided Missile Destroyer	Active	2011	9								TBD
85	USS Halsey (DDG-97)	C	Guided Missile Destroyer	Active	2004	16								TBD
86	USS Oscar Austin (DDG-79)	C	Guided Missile Destroyer	Active	1998	22								TBD
87	USS Roosevelt (DDG-80)	C	Guided Missile Destroyer	Active	1999	21								TBD
88	USS Milius (DDG-69)	C	Guided Missile Destroyer	Active	1995	25								TBD
89	USS John S. McCain (DDG-56)	C	Guided Missile Destroyer	Active	1992	28								TBD
90	USS Mitscher (DDG-57)	C	Guided Missile Destroyer	Active	1993	27								TBD
91	USS Laboon (DDG-58)	C	Guided Missile Destroyer	Active	1993	27								TBD

United States Department of the Navy

Navy Active Ships - NAVSEA

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
92	USS Russell (DDG-59)	C	Guided Missile Destroyer	Active	1993	27								TBD
93	USS Paul Hamilton (DDG-60)	C	Guided Missile Destroyer	Active	1993	27								TBD
94	USS Fitzgerald (DDG-62)	C	Guided Missile Destroyer	Active	1994	26								TBD
95	USS Stethem (DDG-63)	C	Guided Missile Destroyer	Active	1994	26								TBD
96	USS Carney (DDG-64)	C	Guided Missile Destroyer	Active	1994	26								TBD
97	USS Benfold (DDG-65)	C	Guided Missile Destroyer	Active	1994	26								TBD
98	USS Gonzalez (DDG-66)	C	Guided Missile Destroyer	Active	1995	25								TBD
99	USS Curtis Wilbur (DDG-54)	C	Guided Missile Destroyer	Active	1992	28								TBD
100	USS The Sullivans (DDG-68)	C	Guided Missile Destroyer	Active	1995	25								TBD
101	USS John Paul Jones (DDG-53)	C	Guided Missile Destroyer	Active	1991	29								TBD
102	USS Hopper (DDG-70)	C	Guided Missile Destroyer	Active	1996	24								TBD
103	USS Ross (DDG-71)	C	Guided Missile Destroyer	Active	1996	24								TBD
104	USS Mahan (DDG-72)	C	Guided Missile Destroyer	Active	1996	24								TBD
105	USS Decatur (DDG-73)	C	Guided Missile Destroyer	Active	1996	24								TBD
106	USS McFaul (DDG-74)	C	Guided Missile Destroyer	Active	1997	23								TBD
107	USS Donald Cook (DDG-75)	C	Guided Missile Destroyer	Active	1997	23								TBD
108	USS Higgins (DDG-76)	C	Guided Missile Destroyer	Active	1997	23								TBD
109	USS O'Kane (DDG-77)	C	Guided Missile Destroyer	Active	1998	22								TBD
110	USS Porter (DDG-78)	C	Guided Missile Destroyer	Active	1997	23								TBD
111	USS Cole (DDG-67)	C	Guided Missile Destroyer	Active	1995	25								TBD
112	USS Stout (DDG-55)	C	Guided Missile Destroyer	Active	1992	28								TBD
113	USS Arleigh Burke (DDG-51)	C	Guided Missile Destroyer	Active	1989	31								TBD
114	USS Ramage (DDG-61)	C	Guided Missile Destroyer	Active	1994	26								TBD
115	USS Barry (DDG-52)	C	Guided Missile Destroyer	Active	1991	29								TBD
116	USS Zumwalt (DDG 1000)	C	Guided Missile Destroyer	Active	2013	7								TBD
117	USS Carter Hall (LSD-50)	MT	Landing Ship Dock	Active	1993	27								TBD
118	USS Harpers Ferry (LSD-49)	MT	Landing Ship Dock	Active	1993	27								TBD
119	USS Pearl Harbor (LSD-52)	MT	Landing Ship Dock	Active	1996	24								TBD
120	USS Oak Hill (LSD-51)	MT	Landing Ship Dock	Active	1994	26								TBD
121	USS Milwaukee (LCS-5)	C	Littoral Combat Ship	Active	2013	7								TBD
122	USS Fort Worth (LCS-3)	C	Littoral Combat Ship	Active	2010	10			X					**2021**
123	USS Freedom (LCS-1)	C	Littoral Combat Ship	Active	2006	14			X					**2021**
124	USS Jackson (LCS-6)	C	Littoral Combat Ship	Active	2013	7								TBD
125	USS Coronado (LCS-4)	C	Littoral Combat Ship	Active	2012	8			X					**2021**
126	USS Detroit (LCS 7)	C	Littoral Combat Ship	Active	2014	6								TBD
127	USS Montgomery (LCS 8)	C	Littoral Combat Ship	Active	2014	6								TBD
128	USS Independence (LCS-2)	C	Littoral Combat Ship	Active	2008	12			X					**2021**

Legend			Disposition Summary					Planned Removal from Service Summary					
MT	Merchant Type Vessel		Retain	5				Avail for	Fiscal Year Removed from Service				
C	Combatant Vessel		SINKEX	0				Disposal	FY 21	FY 22	FY 23	FY 24	FY 25
Active	Operating/Readiness/Support status		Foreign Military Sales	0				0	5	6	3	4	2
Inactive	Non-operating/Non-retention status		Scrap	0									
X	Foreign Military Sales		Donation	0				**Changes to vessel disposition status and retirement dates are in bold**					
X	SINKEX		TBD	4				**OCIR = Out of Commision in Reserve**					
X	Scrap		Total Inactive	1									
X	Donation		Total Active	127				* This represents the total number of vessels greater than 1,500 gross tons owned by Navy that are conventionally powered with the exception of the Ex-Enterprise (CVN-65)					
X	Remove From Service		Total Number of Ships*	128									

CHANGES IN VESSEL STATUS FROM THE PREVIOUS FISCAL YEAR

1	USS Bunker Hill (CG 52)	C	Guided Missile Cruiser	Active	1985	35	Retirement year changed from FY 2021 to FY 2023; Disposition is OCIR
2	USS Mobile Bay (CG 53)	C	Guided Missile Cruiser	Active	1985	35	Retirement year changed from FY 2021 to FY 2023; Disposition is OCIR
3	USS Antietam (CG 54)	C	Guided Missile Cruiser	Active	1986	34	Retirement year changed from FY 2021 to FY 2022; Disposition is OCIR
4	USS Leyte Gulf (CG 55)	C	Guided Missile Cruiser	Active	1986	34	Retirement year changed from FY 2021 to FY 2022; Disposition is OCIR
5	USS Vella Gulf (CG 72)	C	Guided Missile Cruiser	Active	1992	28	Disposition is TBD and retirment year changed from TBD to FY 2021
6	USS Port Royal (CG 73)	C	Guided Missile Cruiser	Active	1992	28	Disposition is TBD and retirment year changed from TBD to FY 2021
7	USS Normandy (CG 60)	C	Guided Missile Cruiser	Active	1988	32	Disposition is TBD and retirment year changed from TBD to FY 2024
8	USS Fort Worth (LCS-3)	C	Littoral Combat Ship	Active	2010	10	Disposition is TBD and retirment year changed from TBD to FY 2022
9	USS Freedom (LCS-1)	C	Littoral Combat Ship	Active	2006	14	Disposition is TBD and retirment year changed from TBD to FY 2022
10	USS Coronado (LCS-4)	C	Littoral Combat Ship	Active	2012	8	Disposition is TBD and retirment year changed from TBD to FY 2022
11	USS Independence (LCS-2)	C	Littoral Combat Ship	Active	2008	12	Disposition is TBD and retirment year changed from TBD to FY 2022

APPENDIX E

United States Navy Military Sealift Command – List of Vessels

United States Department of the Navy

Military Sealift Command Active and Inactive Vessels

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	USNS Lewis and Clark (T-AKE 1)	MT	Ammo/Dry Cargo	Active	2005	15	TBD							TBD
2	USNS Sacagawea (T-AKE 2)	MT	Ammo/Dry Cargo	Active	2006	14	TBD							TBD
3	USNS Alan Shepard (T-AKE 3)	MT	Ammo/Dry Cargo	Active	2006	14	TBD							TBD
4	USNS Richard E. Byrd (T-AKE 4)	MT	Ammo/Dry Cargo	Active	2007	13	TBD							TBD
5	USNS Robert E. Peary (T-AKE 5)	MT	Ammo/Dry Cargo	Active	2007	13	TBD							TBD
6	USNS Amelia Earhart (T-AKE 6)	MT	Ammo/Dry Cargo	Active	2008	12	TBD							TBD
7	USNS Carl Brashear (T-AKE 7)	MT	Ammo/Dry Cargo	Active	2008	12	TBD							TBD
8	USNS Wally Schirra (T-AKE 8)	MT	Ammo/Dry Cargo	Active	2009	11	TBD							TBD
9	USNS Matthew Perry (T-AKE 9)	MT	Ammo/Dry Cargo	Active	2010	10	TBD							TBD
10	USNS Charles Drew (T-AKE 10)	MT	Ammo/Dry Cargo	Active	2010	10	TBD							TBD
11	USNS Washington Chambers (T-AKE 11)	MT	Ammo/Dry Cargo	Active	2011	9	TBD							TBD
12	USNS William McLean (T-AKE 12)	MT	Ammo/Dry Cargo	Active	2011	9	TBD							TBD
13	USNS Medgar Evers (T-AKE 13)	MT	Ammo/Dry Cargo	Active	2011	9	TBD							TBD
14	USNS Cesar Chavez (T-AKE 14)	MT	Ammo/Dry Cargo	Active	2012	8	TBD							TBD
15	USNS Zeus (T-ARC 7)	MT	Cable Laying/Repair	Active	1982	38	TBD							2033
16	USNS SGT Matej Kocak (T-AK 3005)	MT	Container Roll-On/Roll-Off	Active	1983	37	TBD							**2031**
17	USNS PFC Eugene A. Obregon (T-AK 3006)	MT	Container Roll-On/Roll-Off	Active	1983	37	TBD							**2033**
18	USNS MAJ Stephen W. Pless (T-AK 3007)	MT	Container Roll-On/Roll-Off	Active	1983	37	TBD							2033
19	USNS 1st LT Harry L. Martin (T-AK 3015)	MT	Container Roll-On/Roll-Off	Active	1983	37	**Scrap**	X						2019
20	USNS LCPL Roy M. Wheat (T-AK 3016)	MT	Container Roll-On/Roll-Off	Active	1987	33	TBD							2037
21	USNS Supply (T-AOE 6)	MT	Fast Combat Support Ship	Active	1990	30	TBD							TBD
22	USNS Arctic (T-AOE 8)	MT	Fast Combat Support Ship	Active	1993	27	TBD							TBD
23	USNS Mercy (T-AH 19)	MT	Hospital Ship	Active	1987	33	TBD							TBD
24	USNS Comfort (T-AH 20)	MT	Hospital Ship	Active	1976	44	**TBD**							**TBD**
25	USNS Guam (HST 1)	MT	High Speed Transport	Active	2008	12	TBD							TBD
26	USNS Spearhead (T-EPF-1)	MT	Expeditionary Fast Transport	Active	2012	8	TBD							TBD
27	USNS Choctaw County (T-EPF-2)	MT	Expeditionary Fast Transport	Active	2013	7	TBD							TBD
28	USNS Millinocket (T-EPF-3)	MT	Expeditionary Fast Transport	Active	2014	6	TBD							TBD
29	USNS Fall River (T-EPF-4)	MT	Expeditionary Fast Transport	Active	2014	6	TBD							TBD
30	USNS Trenton (T-EPF 5)	MT	Expeditionary Fast Transport	Active	2015	5	TBD							TBD
31	USNS Carson City (T-EPF 7)	MT	Expeditionary Fast Transport	Active	2016	4	TBD							TBD
32	USNS Brunswick (T-EPF 6)	MT	Expeditionary Fast Transport	Active	2016	4	TBD							TBD
33	USNS Yuma (T-EPF 8)	MT	Expeditionary Fast Transport	Active	2017	3	TBD							TBD
34	USNS City of Bismark (T-EPF 9)	MT	Expeditionary Fast Transport	Active	2017	3	TBD							TBD
35	USNS Burlington (T-EPF 10)	MT	Expeditionary Fast Transport	Active	2018	2	TBD							TBD
36	**USNS Puerto Rico (T-EPF-11)**	**MT**	**Expeditionary Fast Transport**	**Active**	**2018**	**2**	**TBD**							TBD
37	**USNS Newport (T-EPF-12)**	**MT**	**Expeditionary Fast Transport**	**Active**	**2020**	**0**	**TBD**							TBD
38	USNS Hershel "Woody" Williams (T-ESB-4)	MT	Expeditionary Sea Base	Active	2018	2	TBD							**2067**
39	**USNS Miguel Kieth (T-ESB-5)**	**MT**	**Expeditionary Sea Base**	**Active**	**2019**	**1**	**TBD**							**TBD**
40	USNS Watson (T-AKR 310)	MT	Medium Roll-On/Roll-Off	Active	1997	23	TBD							**2046**
41	USNS Gordon (T-AKR 296)	MT	Medium Roll-On/Roll-Off	Active	1972	48	TBD							**2028**
42	USNS Shughart (T-AKR 295)	MT	Medium Roll-On/Roll-Off	Active	1980	40	TBD							**2030**

United States Department of the Navy

Military Sealift Command Active & Inactive Vessels

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
43	USNS Soderman (T-AKR 317)	MT	Medium Roll-On/Roll-Off	Active	2002	18	TBD							**2050**
44	USNS Pomeroy (T-AKR 316)	MT	Medium Roll-On/Roll-Off	Active	2000	20	TBD							**2050**
45	USNS Watkins (T-AKR 315)	MT	Medium Roll-On/Roll-Off	Active	2000	20	TBD							**2049**
46	USNS Gilliland (T-AKR 298)	MT	Medium Roll-On/Roll-Off	Active	1972	48	TBD							**2028**
47	USNS Red Cloud (T-AKR 313)	MT	Medium Roll-On/Roll-Off	Active	1999	21	TBD							**2048**
48	USNS Bob Hope (T-AKR 300)	MT	Medium Roll-On/Roll-Off	Active	1997	23	TBD							**2048**
49	USNS Charlton (T-AKR 314)	MT	Medium Roll-On/Roll-Off	Active	1999	21	TBD							**2049**
50	USNS Yano (T-AKR 297)	MT	Medium Roll-On/Roll-Off	Active	1980	40	TBD							**2030**
51	USNS Benavidez (T-AKR 306)	MT	Medium Roll-On/Roll-Off	Active	1999	21	TBD							**2053**
52	USNS Brittin (T-AKR 305)	MT	Medium Roll-On/Roll-Off	Active	2000	20	TBD							2052
53	USNS Mendonca (T-AKR 303)	MT	Medium Roll-On/Roll-Off	Active	1999	21	TBD							**2051**
54	USNS Fisher (T-AKR 301)	MT	Medium Roll-On/Roll-Off	Active	1997	23	TBD							2049
55	USNS Howard O. Lorenzen (T-AGM 25)	MT	Missile Range Instrumentation	Active	2010	10	TBD							2050
56	USNS Invincible (T-AGM 24)	MT	Missile Range Instrumentation	Active	1987	33	TBD							**TBD**
57	USNS John Glenn (T-ESD 2)	MT	Mobile Landing Platforms	Active	2012	8	TBD							2062
58	USNS Montford Point (T-ESD 1)	MT	Mobile Landing Platforms	Active	2012	8	TBD							2062
59	USNS Waters (T-AGS 45)	MT	Navigation Test Support Ship	Active	1992	28	TBD							TBD
60	USNS Impeccable (T-AGOS 23)	MT	Ocean Surveillance	Active	1998	22	TBD							2036
61	USNS Able (T-AGOS 20)	MT	Ocean Surveillance	Active	1991	29	TBD							2036
62	USNS Loyal (T-AGOS 22)	MT	Ocean Surveillance	Active	1992	28	TBD							**TBD**
63	USNS Victorious (T-AGOS 19)	MT	Ocean Surveillance	Active	1991	29	**Scrap**	X						2036
64	USNS Effective (T-AGOS 21)	MT	Ocean Surveillance	Active	1991	29	TBD							**2036**
65	USNS Sioux (T-ATF 171)	MT	Fleet Ocean Tug	Active	1980	40	Scrap	X	X					2021
66	USNS Apache (T-ATF 172)	MT	Fleet Ocean Tug	Active	1981	39	Scrap	X		X				**2022**
67	USNS Catawba (T-ATF 168)	MT	Fleet Ocean Tug	Active	1979	41	**Scrap**	X			X			**2023**
68	USNS Mary Sears (T-AGS 65)	MT	Oceangraphic Survey	Active	2000	20	**TBD**							TBD
69	USNS Bruce C. Heezen (T-AGS 64)	MT	Oceangraphic Survey	Active	1999	21	**Retain**							TBD
70	USNS Henson (T-AGS 63)	MT	Oceangraphic Survey	Active	1996	24	TBD							TBD
71	USNS Bowditch (T-AGS 62)	MT	Oceangraphic Survey	Active	1994	26	TBD							TBD
72	USNS Pathfinder (T-AGS 60)	MT	Oceangraphic Survey	Active	1993	27	TBD							TBD
73	USNS John Lenthall (T-AO 189)	MT	Fleet Oiler	Active	1986	34	**Retain**				X			**2023**
74	USNS Walter S. Diehl (T-AO 193)	MT	Fleet Oiler	Active	1987	33	**Scrap**	X			X			**2023**
75	USNS John Ericsson (T-AO 194)	MT	Fleet Oiler	Active	1990	30	**TBD**							**2030**
76	USNS Joshua Humphreys (T-AO 188)	MT	Fleet Oiler	Active	1986	34	**Retain**						X	**2025**
77	USNS Henry J. Kaiser (T-AO 187)	MT	Fleet Oiler	Active	1985	35	**TBD**							TBD
78	USNS Pecos (T-AO 197)	MT	Fleet Oiler	Active	1989	31	Scrap	X					X	**2025**
79	USNS Laramie (T-AO 203)	MT	Fleet Oiler	Active	1995	25	**TBD**							**2036**
80	USNS Leroy Grumman (T-AO 195)	MT	Fleet Oiler	Active	1988	32	**Retain**				X			**2023**
81	USNS Rappahannock (T-AO 204)	MT	Fleet Oiler	Active	1995	25	**TBD**							**2037**
82	USNS Kanawha (T-AO 196)	MT	Fleet Oiler	Active	1990	30	**TBD**							**2031**
83	USNS Yukon (T-AO 202)	MT	Fleet Oiler	Active	1993	27	**TBD**							**2032**
84	USNS Patuxent (T-AO 201)	MT	Fleet Oiler	Active	1994	26	**TBD**							**2039**

United States Department of the Navy

Military Sealift Command Active & Inactive Vessels

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
85	USNS Guadalupe (T-AO 200)	MT	Fleet Oiler	Active	1991	29	**TBD**							**2030**
86	USNS Tippecanoe (T-AO 199)	MT	Fleet Oiler	Active	1992	28	**TBD**							**2029**
87	USNS Big Horn (T-AO 198)	MT	Fleet Oiler	Active	1991	29	**TBD**							TBD
88	USNS Vadm K. R. Wheeler (T-AG 5001)	MT	Offshore Petroleum Discharge	Active	2007	13	**TBD**							**2057**
89	USNS Salvor (T-ARS 52)	MT	Rescue/Salvage	Active	1984	36	**Scrap**	X				X		**2024**
90	USNS Grasp (T-ARS 51)	MT	Rescue/Salvage	Active	1985	35	**Scrap**	X			X			**2023**
91	USNS Seay (T-AKR 302)	MT	Large, Medium-Speed Ro/Ro	Active	1998	22	TBD							**2048**
92	USNS SGT William R. Button (T-AK 3012)	MT	Large, Medium-Speed Ro/Ro	Active	1986	34	TBD							**2036**
93	USNS 1st LT Jack Lummus (T-AK 3011)	MT	Large, Medium-Speed Ro/Ro	Active	1986	34	TBD							**2036**
94	USNS 1st LT Baldomero Lopez (T-AK 3010)	MT	Large, Medium-Speed Ro/Ro	Active	1985	35	Retain							2035
95	USNS PFC Dewayne T. Williams (T-AK 3009)	MT	Large, Medium-Speed Ro/Ro	Active	1985	35	TBD							2035
96	USNS 2nd LT John P. Bobo (T-AK 3008)	MT	Large, Medium-Speed Ro/Ro	Active	1985	35	**TBD**							2035
97	USNS GYSGT Fred W. Stockham (T-AK 3017)	MT	Large, Medium-Speed Ro/Ro	Active	1980	40	TBD							2030
98	USNS Dahl (T-AKR 312	MT	Large, Medium-Speed Ro/Ro	Active	1998	22	TBD							2048
99	USNS Pililaau (T-AKR 304)	MT	Large, Medium-Speed Ro/Ro	Active	2000	20	TBD							2050
100	USNS Sisler (T-AKR 311)	MT	Large, Medium-Speed Ro/Ro	Active	1998	22	TBD							2048
101	Sea-Based X-Band Radar	MT	Semi-Submersible	Active	2006	14	TBD							TBD
102	USS Frank Cable (AS 40)	MT	Submarine Tender	Active	1978	42	TBD							TBD
103	USS Emory S. Land (AS 39)	MT	Submarine Tender	Active	1977	43	TBD							TBD
104	USNS Maury (T-AGS-66)	MT	Surveying Ship	Active	2016	4	TBD							TBD

Legend	
MT	Merchant Type Vessel
C	Combatant Vessel
Active	Operating/Readiness/Support status
Inactive	Non-operating/Non-retention status
X	Foreign Military Sales
X	SINKEX
X	Logistics Support Asset
X	Scrap
X	Donation
X	Remove From Service

Disposition Summary	
Retain	5
SINKEX	0
Foreign Military Sales	0
Scrap	9
Donation	0
TBD	90
LSA	0
Total Inactive	0
Total Active	104
Total Number of Ships*	104

Planned Removal from Service Summary

Avail for Disposal	Fiscal Year Removed from Service				
	FY 21	FY 22	FY 23	FY 24	FY 25
9	1	1	5	1	2

Changes to vessel disposition status and retirement dates are in bold

* This represents the total number of vessels greater than 1,500 gross tons owned by MSC. The list does not include four (T-AGSE) submarine support vessels as they are less than 1,500 gross tons.

MSC Ships Utilized by Other Organizations (Not Part of MSC Inventory)

1	HST-2	MT	High Speed Transport	Util	2004	16	Leased to Bay Ferries Ltd. of Canada. Operates between Maine and Nova Scotia.	TBD
			Other Utilization*	1			* Represents MSC owned vessels utilized by other organizations.	

CHANGES IN VESSEL STATUS FROM THE PREVIOUS FISCAL YEAR

1	USNS Miguel Kieth (T-ESB-5)	MT	Expeditionary Sea Base	Active	2019	1	The vessel was placed in service in October 2019
2	USNS Newport (T-EPF-12)	MT	Expeditionary Fast Transport	Active	2020	0	The vessel was placed in service in September 2020
3	USNS Puerto Rico (T-EPF-11)	MT	Expeditionary Fast Transport	Active	2018	2	The vessel was placed in service in December 2019

APPENDIX F

United States Navy Inactive Ships – SEA 21I - List of Vessels

Navy Inactive Ships Office (SEA 21I)

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	Ex-Kitty Hawk (CV-63)	C	Aircraft Carrier	Inactive	1960	60	Scrap	X						2009
2	Ex-John F. Kennedy (CV-67)	C	Aircraft Carrier	Inactive	1967	53	Scrap	X						2007
3	Ex-Ponce (AFSB-15)	MT	Afloat Forward Staging Base	Inactive	1970	50	Scrap	X						2017
4	Ex-Peleliu (LHA-5)	MT	Amphibious Assault Ship	Inactive	1978	42	Retain							2015
5	Ex-Tarawa (LHA-1)	MT	Amphibious Assault Ship	Inactive	1973	47	Retain							2009
6	Ex-Nassau (LHA-4)	MT	Amphibious Assault Ship	Inactive	1978	42	Retain							2011
7	Ex-Charleston (LKA-113)	MT	Amphibious Cargo Ship	Inactive	1967	53	Scrap	X						2015
8	Ex-El Paso (LKA-117)	MT	Amphibious Cargo Ship	Inactive	1969	51	Scrap	X						1994
9	Ex-Mobile (LKA-115)	MT	Amphibious Cargo Ship	Inactive	1968	52	Scrap	X						1994
10	Ex-Shreveport (LPD-12)	MT	Amphibious Transport Dock	Inactive	1966	54	Scrap	X						2007
11	Ex-Dubuque (LPD-8)	MT	Amphibious Transport Dock	Inactive	1966	54	Scrap	X						2011
12	Ex-Denver (LPD-9)	MT	Amphibious Transport Dock	Inactive	1965	55	Scrap	X						2014
13	Ex-Nashville (LPD-13)	MT	Amphibious Transport Dock	Inactive	1967	53	Scrap	X						2009
14	Ex-Juneau (LPD-10)	MT	Amphibious Transport Dock	Inactive	1966	54	Scrap	X						2008
15	Ex-Cleveland (LPD-7)	MT	Amphibious Transport Dock	Inactive	1966	54	Scrap	X						2011
16	Ex-Barry (DD-933)	C	Destroyer	Inactive	1955	65	Scrap	X						1982
17	Ex-Yorktown (CG-48)	C	Guided Missile Destroyer	Inactive	1983	37	Scrap	X						2004
18	Ex-Vandegrift (FFG-48)	C	Guided Missile Frigate	Inactive	1982	38	Scrap	X						2015
19	Ex-Elrod (FFG-55)	C	Guided Missile Frigate	Inactive	1984	36	FMS	X						2015
20	Ex-Simpson (FFG-56)	C	Guided Missile Frigate	Inactive	1984	36	FMS	X						2015
21	Ex-Kauffman (FFG-59)	C	Guided Missile Frigate	Inactive	1986	34	FMS	X						2015
22	Ex-Rodney M. Davis (FFG-60)	C	Guided Missile Frigate	Inactive	1986	34	SINKEX	X						2015
23	Ex-Ingraham (FFG-61)	C	Guided Missile Frigate	Inactive	1988	32	SINKEX	X						2015
24	Ex-De Wert (FFG-45)	C	Guided Missile Frigate	Inactive	1982	38	FMS	X						2014
25	Ex-Robert G. Bradley (FFG-49)	C	Guided Missile Frigate	Inactive	1983	37	FMS	X						2014
26	Ex-Halyburton (FFG-40)	C	Guided Missile Frigate	Inactive	1981	39	FMS	X						2014
27	Ex-Klakring (FFG-42)	C	Guided Missile Frigate	Inactive	1982	38	FMS	X						2013
28	Ex-Carr (FFG-52)	C	Guided Missile Frigate	Inactive	1983	37	FMS	X						2013
29	Ex-Samuel B Roberts (FFG-58)	C	Guided Missile Frigate	Inactive	1984	36	Scrap	X						2015
30	Ex-Nicholas (FFG-47)	C	Guided Missile Frigate	Inactive	1983	37	Scrap	X						2014

Navy Inactive Ships Office (SEA 21I)

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
31	Ex-Underwood (FFG-36)	C	Guided Missile Frigate	Inactive	1982	38	Scrap	X						2013
32	Ex-John L Hall (FFG-32)	C	Guided Missile Frigate	Inactive	1981	39	Scrap	X						2012
33	Ex-Boone (FFG-28)	C	Guided Missile Frigate	Inactive	1980	40	Scrap	X						2012
34	Ex-Stephen W Groves (FFG-29)	C	Guided Missile Frigate	Inactive	1981	39	Scrap	X						2012
35	Ex-Hawes (FFG-53)	C	Guided Missile Frigate	Inactive	1984	36	Scrap	X						2010
36	Ex-Rainier (T-AOE 7)	MT	Fast Combat Support Ship	Inactive	1991	29	Retain							2016
37	Ex-Bridge (T-AOE-10)	MT	Fast Combat Support Ship	Inactive	1996	24	Retain							2014
38	Ex-Navajo (T-ATF 169)	MT	Fleet Ocean Tug	Inactive	1979	41	LSA	X						2016
39	Ex-Mohawk (T-ATF-170)	MT	Fleet Ocean Tug	Inactive	1980	40	Scrap	X						2015
40	Ex-Hayes (T-AGOR-16)	MT	Oceanographic Research Ship	Inactive	1970	50	Scrap	X						2008
41	Ex-Safeguard (T-ARS 50)	MT	Rescue/Salvage	Inactive	1983	37	Retain							2017
42	Ex-Grapple (T-ARS 53)	MT	Rescue/Salvage	Inactive	1984	36	Retain							2017
43	Ex-Boulder (LST-1190)	MT	Tank Landing Ship	Inactive	1970	50	Scrap	X						1994

Legend	
MT	Merchant Type Vessel
C	Combatant Vessel
Active	Operating/Readiness/Support status
Inactive	Non-operating/Non-retention status
X	Foreign Military Sales
X	SINKEX
X	Logistics Support Asset
X	Scrap
X	Donation
X	Remove From Service

Disposition Summary	
Retain	7
SINKEX	2
Foreign Military Sales	8
Scrap	25
Donation	0
Logistics Support Asset	1
TBD	0
Total Inactive	43
Total Active	0
Total Number of Ships*	43

* Represents the total number of Inactive vessels greater than 1,500 gross tons in the SEA 21I disposal queue. Not included is Patrol Gunboat (PG) Canon, and three MCM class vessels designated for scrapping, which are less than 1,500 gross tons.

Planned Removal from Service Summary

Avail for Disposal	Fiscal Year Removed from Service				
	FY 21	FY 22	FY 23	FY 24	FY 25
36	0	0	0	0	0

Changes to vessel disposition status and retirement dates are in bold

SEA 21I Ships Utilized by Other Organizations (Not Part of Inactive Fleet Inventory)

1	Ex-Paul F. Foster (DD-964)	C	Destroyer	Util	1974	46	Retain	Self Defense Test Ship - NSWC Port Hueneme	2003
2	Ex-Cassin Young (DD-793)	C	Destroyer	Util	1943	77	Retain	Utilized by the National Park Service	1960
3	Ex-Narragansett (T-ATF-167)	MT	Fleet Ocean Tug	Util	1979	41	Retain	Utilized by Carrier Strike Group 4	1999
4	Ex-McKee (AS-41)	MT	Submarine Tender	Util	1980	40	Retain	At Newport News Shipyard in preparation for radiological release	1999
			Other Utilization *	4			* Represents SEA 21I ships utilized by other organizations.		

CHANGES IN VESSEL STATUS FROM THE PREVIOUS FISCAL YEAR

1	Ex-Charles F. Adams (DDG-2)	C	Destroyer	Inactive	1959	61	Disposed via recycling September 2020.
2	Ex-Ticonderoga (CG-47)	C	Guided Missile Destroyer	Inactive	1981	39	Disposed via recycling September 2020.
3	Ex-Curts (FFG-38)	C	Guided Missile Frigate	Inactive	1982	38	Disposed via SINKEX September 2020.
4	Ex-Durham (LKA-114)	MT	Amphibious Cargo Ship	Inactive	1968	52	Disposed via SINKEX August 2020.

APPENDIX G

United States Navy Office of Naval Research – List of Vessels

United States Department of the Navy

Office of Naval Research - ONR

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	RV Sally Ride	MT	Research Vessel	Active	2015	5								2046
2	RV Neil Armstrong	MT	Research Vessel	Active	2014	6								2045
3	RV Atlantis	MT	Research Vessel	Active	1997	23								2042
4	RV Roger Revelle	MT	Research Vessel	Active	1996	24								2041
5	RV Thomas G Thompson	MT	Research Vessel	Active	1991	29								2036
6	RV Kilo Moana	MT	Research Vessel	Active	2002	18								2032

Legend	
MT	Merchant Type Vessel
C	Combatant Vessel
Active	Operating/Readiness/Support status
Inactive	Non-operating/Non-retention status
X	Foreign Military Sales
X	SINKEX
X	Scrap
X	Donation
X	Remove From Service

Disposition Summary	
Retain	0
SINKEX	0
Foreign Military Sales	0
Scrap	0
Donation	0
TBD	0
Total Inactive	0
Total Active	6
Total Number of Ships*	6

Planned Removal from Service Summary

Avail for Disposal	Fiscal Year Removed from Service				
	FY 21	FY 22	FY 23	FY 24	FY 25
0	0	0	0	0	0

Changes to vessel disposition status and retirement dates are in bold

* This represents the total number of vessels greater than 1,500 gross tons owned by ONR

APPENDIX H

National Oceanic and Atmospheric Administration – List of Vessels

National Oceanic and Atmospheric Administration - NOAA

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	Rainier	MT	Research Vessel	Active	1967	53								2028
2	Fairweather	MT	Research Vessel	Active	1968	52	TBD						X	**2025**
3	Thomas Jefferson	MT	Research Vessel	Active	1991	29								2028
4	Gordon Gunter	MT	Research Vessel	Active	1989	31	TBD						X	**2025**
5	Okeanos Explorer	MT	Research Vessel	Active	1988	32	TBD						X	**2025**
6	Oscar Elton Sette	MT	Research Vessel	Active	1987	33	Retain				X			**2023**
7	Hi'ialakai	MT	Research Vessel	Inactive	2002	18	Sale	X						2020
8	Reuben Lasker	MT	Research Vessel	Active	2012	8								TBD
9	Pisces	MT	Research Vessel	Active	2007	13								TBD
10	Oscar Dyson	MT	Research Vessel	Active	2004	16								TBD
11	Henry B. Bigelow	MT	Research Vessel	Active	2005	15								TBD
12	Bell M. Shimada	MT	Research Vessel	Active	2010	10								TBD
13	Ronald Brown	MT	Research Vessel	Active	1997	23								TBD

Legend	
MT	Merchant Type Vessel
C	Combatant Vessel
Active	Operating/Readiness/Support status
Inactive	Non-operating/Non-retention status
X	Foreign Military Sales
X	Sale Foreign for Re-Use
X	Scrap
X	Donation
X	Remove From Service

Disposition Summary	
Retain	1
Sale Foreign for Re-Use	1
Foreign Military Sales	0
Scrap	0
Donation	0
TBD	3
Total Inactive	1
Total Active	12
Total Number of Ships*	13

Planned Removal from Service Summary

Avail for Disposal	Fiscal Year Removed from Service				
	FY 21	FY 22	FY 23	FY 24	FY 25
1	0	0	1	0	3

Changes to vessel disposition status and retirement dates are in bold

* This represents the total number of vessels greater than 1,500 gross tons owned by NOAA

APPENDIX I

National Science Foundation – List of Vessels

National Science Foundation - NSF

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement)					Retirement Year
									FY 21	FY 22	FY 23	FY 24	FY 25	
1	RV Sikuloaq	MT	Research Vessel	Active	2012	8								2044
2	RV Marcus Langseth	MT	Research Vessel	Active	1991	29			X					2021

Legend			Disposition Summary					Planned Removal from Service Summary						
MT	Merchant Type Vessel		Retain	0				Avail for	Fiscal Year Removed from Service					
C	Combatant Vessel		SINKEX	0				Disposal	FY 21	FY 22	FY 23	FY 24	FY 25	
Active	Operating/Readiness/Support status		Foreign Military Sales	0				0	1	0	0	0	0	
Inactive	Non-operating/Non-retention status		Scrap	0										
X	Foreign Military Sales		Donation	0				Changes to vessel disposition status and retirement dates are in bold						
X	SINKEX		TBD	0										
X	Scrap		Total Inactive	0										
X	Donation		Total Active	2										
X	Remove From Service		Total Number of Ships*	2			* This represents the total number of vessels greater than 1,500 gross tons owned by NSF							

APPENDIX J

United States Coast Guard – List of Vessels

United States Coast Guard - USCG

No.	Name	Type	Vessel Design	Status	Year Built	Age	Disposal Disposition	Avail for Disposal	Fiscal Year Removed from Service (Retirement) FY 21	FY 22	FY 23	FY 24	FY 24	Retirement Year
1	John Midgett WHEC 726	MT	High Endurance Cutter	**Inactive**	1971	49	FMS							**2020**
2	Mellon WHEC 717	MT	High Endurance Cutter	**Inactive**	1967	53	FMS		X					**2021**
3	Douglas Munro WHEC-724	MT	High Endurance Cutter	Active	1971	49	FMS		X					**2021**
4	Polar Sea WAGB-11	MT	Heavy Ice Breaker	Inactive	1977	43	Retain							TBD
5	Polar Star WAGB-10	MT	Heavy Ice Breaker	Active	1976	44								TBD
6	Forward WMEC 911	MT	Medium Endurance Cutter	Active	1989	31								**2026**
7	Alex Haley WMEC-39	MT	Medium Endurance Cutter	Active	1968	52								TBD
8	Bear WMEC 901	MT	Medium Endurance Cutter	Active	1980	40								TBD
9	Escanaba WMEC 907	MT	Medium Endurance Cutter	Active	1985	35								TBD
10	Harriet Lane WMEC 903	MT	Medium Endurance Cutter	Active	1984	36								TBD
11	Legare WMEC 912	MT	Medium Endurance Cutter	Active	1989	31								TBD
12	Mohawk WMEC 913	MT	Medium Endurance Cutter	Active	1989	31								TBD
13	NorthlandWMEC 904	MT	Medium Endurance Cutter	Active	1982	38								TBD
14	Seneca WMEC 906	MT	Medium Endurance Cutter	Active	1984	36								TBD
15	Spencer WMEC 905	MT	Medium Endurance Cutter	Active	1984	36								TBD
16	Tahoma WMEC 908	MT	Medium Endurance Cutter	Active	1987	33								TBD
17	Tampa WMEC 902	MT	Medium Endurance Cutter	Active	1984	36								TBD
18	Thetis WMEC 910	MT	Medium Endurance Cutter	Active	1986	34								TBD
19	Campbell WMEC 909	MT	Medium Endurance Cutter	Active	1986	34								TBD
20	Kimball WMSL 756	MT	National Security Cutter	Active	2017	3								TBD
21	Bertholf WMSL 750	MT	National Security Cutter	Active	2006	14								TBD
22	Waesche WMSL 751	MT	National Security Cutter	Active	2008	12								TBD
23	Stratton WMSL 752	MT	National Security Cutter	Active	2010	10								TBD
24	Hamilton WMSL 753	MT	National Security Cutter	Active	2013	7								TBD
25	James WMSL 754	MT	National Security Cutter	Active	2014	6								TBD
26	Munro WMSL-755	MT	National Security Cutter	Active	2017	3								**TBD**
27	Midgett WMSL-757	MT	National Security Cutter	Active	**2017**	3								**TBD**
28	Mackinaw WLBB-30	MT	Heavy Ice Breaker	Active	2005	15								**2036**
29	Healy WAGB-20	MT	Medium Icebreaker	Active	1997	23								TBD
30	Barque EAGLE (WIX 327)	MT	Multi-Use Heritage	Active	1936	84								TBD
31	Juniper (WLB 201)	MT	Buoy Tender Seagoing	Active	1995	25								2026
32	Willow (WLB 202)	MT	Buoy Tender Seagoing	Active	1996	24								2026
33	Kukui (WLB 203)	MT	Buoy Tender Seagoing	Active	1997	23								2027
34	Elm (WLB 204)	MT	Buoy Tender Seagoing	Active	1998	22								2028
35	Walnut (WLB 205)	MT	Buoy Tender Seagoing	Active	1998	22								2029
36	Spar (WLB 206)	MT	Buoy Tender Seagoing	Active	2000	20								2031
37	Maple (WLB 207)	MT	Buoy Tender Seagoing	Active	2001	19								2031
38	Aspen (WLB 208)	MT	Buoy Tender Seagoing	Active	2001	19								2031
39	Sycamore (WLB 209)	MT	Buoy Tender Seagoing	Active	2001	19								2032
40	Cypress (WLB 210)	MT	Buoy Tender Seagoing	Active	2001	19								2032
41	Oak (WLB 211)	MT	Buoy Tender Seagoing	Active	2002	18								2032
42	Hickory (WLB 212)	MT	Buoy Tender Seagoing	Active	2003	17								2033
43	Fir (WLB 213)	MT	Buoy Tender Seagoing	Active	2003	17								2033
44	Hollyhock (WLB 214)	MT	Buoy Tender Seagoing	Active	2003	17								2033
45	Sequoia (WLB 215)	MT	Buoy Tender Seagoing	Active	2003	17								2033
46	Alder (WLB 216)	MT	Buoy Tender Seagoing	Active	2004	16								2034

Legend	
MT	Merchant Type Vessel
C	Combatant Vessel
Active	Operating/Readiness/Support status
Inactive	Non-operating/Non-retention status
X	Foreign Military Sales
X	SINKEX
X	Scrap
X	Donation
X	Remove From Service

Disposition Summary	
Retain	1
SINKEX	0
Foreign Military Sales	3
Scrap	0
Donation	0
TBD	0
Total Inactive	3
Total Active	43
Total Number of Ships*	46

Planned Removal from Service Summary					
Avail for	Fiscal Year Removed from Service				
Disposal	**FY 21**	**FY 22**	**FY 23**	**FY 24**	**FY 25**
0	2	0	0	0	0

Changes to vessel disposition status and retirement dates are in bold

* This represents the total number of vessels greater than 1,500 gross tons owned by USCG

CHANGES IN VESSEL STATUS FROM THE PREVIOUS FISCAL YEAR

1	John Midgett WHEC 726	MT	High Endurance Cutter	**Inactive**	1971	49	Status changed to In-Active
2	Mellon WHEC 717	MT	High Endurance Cutter	**Inactive**	1967	53	Status changed to In-Active