NPS Vessel LIBERTY V, Narrative Description for GSA Sale, 2012 Scarano Boat Building, Albany, NY, USA Type: Bow and side loading former USCG Inspected Passenger Vessel (Certificate of Inspection (COI) is expired), mono hull, main deck has passenger cabin with seating, below main deck is crews quarters with galley area. Upper deck has outdoor seating and standalone pilot house. Official Number (ON): 1235305, Launch Date: May 2012. Dimensions: Length 75ft, Beam 22.5ft Draft6.5ft. Displacement: 90 Tons (estimated by shipyard). Capacity: (COI expired) Total Persons 152, Passengers 149, 3 Crew (2 Deckhands, 1 Master). Material: Steel (Corten) hull, Steel main deck, and aluminum superstructure (cabin, wheelhouse). Main Engines: Two (2) Diesel, MTU twelve cylinder, Model # 12V 2000 M60, 805 Horsepower each @ 1800 RPM. Twenty four (24) volt DC starting. Main engine hours, approximately 7000 hours. External Coolers: Furnstrum, total of five (5), two (2) main engines, two (2) generators, one (1) HVAC. Transmissions: Twin Disc Marine, Model # MGX-5147 SC, Ratio 1.96 to 1. Propeller Shaft: Diameter 3.5 inches, Aquamet 22-HS. Propeller Shaft Seal System: Water seal, Tides Marine, Two (2) pumps with alarm. Propellers: Counter rotating, ZF 38 inches Diameter, 4 Blade, Nibral alloy. Spare set: S & S 38 inches diameter. Tankage: Fuel 1100 gal. with gauge, water 150 gal. Generators: Two (2) Diesel, Northern Lights, Model M30CW, 30 KW, 120/208 Volt AC, Three (3) Phase,60 Hz @ 1800 RPM. Generator hours, approximately 6500 hours. Power distribution panel: Selector switch. Shore Power: 100 Amps, 208 Volt, Three (3) Phase, Isolation Transformer. Battery Chargers: Two (2) Victron 220 volt AC, output 24 volts 40 amps DC. Batteries: House, golf cart with switches. Main engines, two (2) type 8D per engine with switches. Generator, two (2) group 27 per engine with switches. Emergency 12 volt DC battery and switch. Steering: HyDrive, manual hydraulic, rudder angle indicator. Heating: Hydronic baseboard, multiple circulating pumps and zones, main engine waste heat exchanger. Boiler: Crown, scotch marine, cast iron, oil fired, 355,000 BTU. HVAC: Split system, nine (9) Dometic condensing units and air handlers. Engine Room Fire Suppression System: (certification is not current) Kidde automatic CO 2, with manual release, visual strobe and audible siren. Fire Pump: Electric 7.5 horsepower, suction and discharge manifold. Fire Stations: Two (2). Bilge Pump: Electric 3 horsepower, suction and discharge manifold. Engine Room Ventilation System: Delta T, automatic. Oil Change System: Reverso, pump and suction manifold. Exhaust: Dry stack, silenced. Fuel system: Fuel cooler with supply and return manifold, Raycor filters. Deck hatches: Four (4), aluminum. MOB system: davit. Compass: Ritchie, Globemaster. Galley sink: Pressurized hot and cold water. Electronics: Furuno; radar, VHF marine radio, depth sounder, Documents: Docking Plan, Stability Letter. NOTE:Vessel is located at Ellis Island, NY Harbor. The vessels known deficiencies: Main engines: overheat, coolant leaks Transmissions: overheat HVAC system: nonfunctioning Window Defrost/Deicing: nonfunctioning (Continued on following page, total of 6 pages) The vessels known deficiencies (continued): Steering: substandard Electrical System: partially

nonfunctioning, electrolysis issues Safety Equipment: incomplete Vessel components and equipment: incomplete, nonfunctioning Engine Room ventilation system: substandard Electronics: incomplete Generator: One (1) nonfunctioning USCG certification: not current, expired There are no known asbestos or PCB materials on board the vessel. The vessel does not have a current USCG issued Certificate of Inspection (COI). To schedule an appointment for inspection. Potential bidders must contact Capt. Bruce Stephenson via email; bruce_stephenson@nps.gov . Scheduled appointments are available Monday thru Friday 8 AM to 1 PM at Ellis Island. Only potential bidders with prearranged scheduled appointments will be permitted to inspect the vessel, potential bidders will have to provide names in advance for United States Park Police (USPP) security clearance for access. The successful bidder must make advanced arrangements with Bruce Stephenson and Jane Gentry to sign for release of the vessel. If the successful bidder is unable to receive the vessel , he or she can send a written authorization designating a proxy as agent for the successful bidder. The successful bidder will assume immediate responsibility and ownership of the vessel. The successful bidder will assume all legal culpability.