

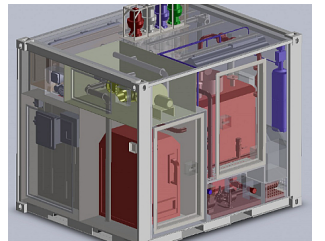
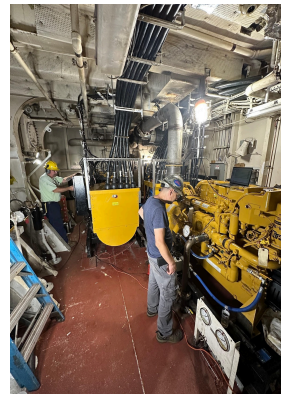
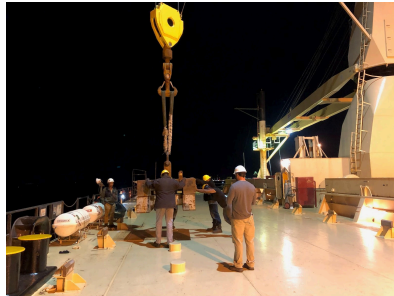


10 December 2025

Clean Energy Retrofit and Ship Repair Facility

Response to NYCEDC Request for Expressions of Interest (RFEI)

Brooklyn Marine Terminal Redevelopment





10 December 2025

Brooklyn Marine Terminal Evaluation Committee
New York City Economic Development Corporation
One Liberty Plaza
New York, NY

Dear NYCEDC Evaluation Committee:

Marine Design Dynamics (MDD) is pleased to submit this response to the Request for Expressions of Interest for the redevelopment of the Brooklyn Marine Terminal. Our team brings broad and deep expertise across a wide spectrum of maritime activities, including harbor- and oceangoing vessels, their operating systems, fleet energy optimization, and ship repair and retrofits. We are also expert in many aspects of maritime operations, with substantial expertise in waterfront planning, coastal infrastructure and port operations. We also have experience working in ports on the East and Gulf coasts, including more than 20 years in the Port of New York.

We believe the Brooklyn Marine Terminal represents a generational opportunity to modernize New York City's maritime economy, expand sustainable shipping and industrial capacity, strengthen regional supply-chain resiliency, and deliver high-quality work opportunities to the City. Our proposal presents a forward-looking and feasible area enhancement strategy for part of the site that we feel is also aligned with the City's and the community's vision for a modern, clean, green, resilient, and flexible marine-industrial campus.

As this process moves forward we welcome the opportunity to work closely with NYCEDC, community stakeholders, maritime industry partners, and any of your suggested or designated partners or operators to help shape a transformative and productive future for the Brooklyn Marine Terminal.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Sebastian Phillips', followed by a horizontal line.

Sebastian Phillips
Founder & Chief Executive Officer
Marine Design Dynamics



Part I: RFEI RESPONSE IN BRIEF

A. Contact Information

Respondent: Marine Design Dynamics (MDD)

Primary Contact: Sebastian Phillips, Founder & CEO

Address: 140 Broadway, 46th FL, New York, NY 10005

Email: sphillips@[REDACTED]

Phone: [REDACTED]

Entity Type: U.S.-based naval architecture and marine-engineering firm

Other Offices / Locations: New York, NY; Washington, DC, Miami, FL; Annapolis, MD; Charleston, SC; Baltimore, MD

B. Firm Description:

Marine Design Dynamics (MDD) is a multi-state naval architecture and marine-engineering firm with more than 20 years of experience supporting vessel operations, port logistics, and infrastructure planning in the Port of NY & NJ and major East Coast and Gulf Coast ports.

Our team provides:

- Naval architecture, vessel engineering & systems integration
- Ship modification, repair-support engineering, and fleet energy optimization
- Direct experience in New York Harbor, including Staten Island Ferry projects
- Active operations experience across NY, MD, SC, VA shipyards and port facilities
- Coastal infrastructure and port logistics expertise

MDD brings demonstrated capability in:

- Harbor and oceangoing vessel systems
- Clean-port systems design
- Vessel retrofits and decarbonization support
- Industrial and waterfront-infrastructure engineering
- Working with national and international leaders in ship and fleet operations including the US Navy, US Marine Corps, Maersk, Military Sealift Command, Carnival Cruises, Staten Island Ferry and others



C. Financial Capacity & Capability

MDD anticipates developing a full financial model at the RFP stage. Our preliminary approach includes:

Capital Approach

- Phased capital investment by the City and/or master Leaseholder
- Envisioned Capital Investment by MDD of specific items for specific projects such as Gangways, Landings, Lifts, Pads, IT, Office, Life-Safety/ OSHA requirements, Temporary Electric (if needed) etc.
- Landlord-tenant-subtenant and or Public-private partnership structure(s) to balance risk and operational needs.

Operating Approach

MDD is organized as a Corporation headquartered in Washington, DC. Our employees are based in five different ports and in four different states. Our annual turnover in 2024 was approximately \$■■■M, having grown from \$■■■M in 2014. With each project we work with Subcontractors to complete specialized shipboard work. Our modus operandi derives from the fact that there is a lot of ship repair and retrofit work throughout the USA that vessels need that does not involve or require being hauled out of the water.

Financial Approach/ Potential Revenue Streams

MDD envisions paying Rent (sic) or a Site Use/ Access fee based on affordable market rents. Our ability to pay market rent will be influenced by the scope and effectiveness of the city's planned investments in repairing and upgrading the site and berths. In order to be able to pay a Rent to the City / Leaseholder, MDD would look to generate revenue by:

- Executing Shipboard Repairs and Retrofits
- Maritime berthing and related service fees
- Clean-energy and infrastructure utilization (metered shore power and water, etc)
- Logistics and handling fees from operations and subcontractors

Preliminary Site Requirements (to refine in later stages)

- Linear wharfage: approximately 350-400 ft
- Required depth: 40' ft MLLW
- Yard/industrial area: 10,000 sq ft
- Load capacity: 600-1000psf
- Potential interim Lease, Rent, License-to-use or Sublease structure

D. Demonstrated Maritime & Port Experience

MDD has extensive maritime, engineering, and port-operations experience:

NY Harbor Experience

- Staten Island Ferry (Molinari-Class) Fuel & Energy Optimization Project (2017–present)
 - Reduced fuel use
 - Optimized vessel performance
 - Crew training & monitoring tools
 - Emissions reduction support

Other East Coast Facilities Where We Execute Projects (see Appendix)

- Caddell Dry Dock & Repair Co., Staten Island, NY
- Staten Island Ferry Maintenance Facility
- Colonna's Shipyard, Norfolk, VA
- Detyens Shipyard, North Charleston, SC



Our engineers have deep experience in vessel servicing, repair oversight, marine-systems engineering, structural analysis, clean-fleet modernization, and support of government and commercial fleets. The terms and descriptions for many of these projects are sensitive and therefore protected. We are happy to try to answer any questions you might have at a later stage via an interview or telephone conversation. References are of course also available.

E. General Information on how MDD Ramps up in Different Ports

Over our 20 year history, MDD has executed projects in 8 different ports on the East and Gulf Coasts. In some places we lease or sublease property, usually for a duration of 12-60 months. The duration of these agreements is determined by a wide variety of factors.

In other places we execute projects for our clients under their agreements with those ports, and in other places we sublet space from entities also based or located at that Port.



F: Responses to RFEI-Specific Questions

This information is detailed in Part III of our proposal farther below in this document.

MDD proposes a modern, sustainable, maritime-industrial hub at the Brooklyn Marine Terminal that advances these NYCEDC goals:

- Maritime activation & port modernization
- High-quality job creation
- Climate-resilient & clean operations
- Community integration
- Long-term financial feasibility

Our redevelopment/ re-use strategy supports on-site:

- Vessel repair, retrofit, and servicing
- Shore power & green-port infrastructure
- Training and workforce development

In addition, these uses in adjacent / nearby sites can be highly complimentary

- Maritime logistics
- Industrial production and staging
- Short-sea shipping and Blue Highway/ Network development
- Container and barge transport

F.1 Project Understanding & Framework

We understand BMT as a critical regional maritime asset for realizing the Blue Highways Action Plan. These goals include increasing use of piers for vessel servicing (i.e., repair & retrofits); short-sea shipping activation via RO-RO and barge; electrification of fleets and shoreside infrastructure; industrial staging; workforce development; and public waterfront access, where possible, given security and operational needs of this work.

While the site possesses assets, there are a number of challenges. These include: need for structural upgrades including wharf modernization; new/ upgraded utilities and bulkhead improvements. There may also be issues with navigability in the interpier areas and in the embayment area between Piers 9B and 10. Please see Appendices for more details.

As with every maritime district embedded in a dense urban environment there are challenges to balancing industrial operations with public access, as well as improving climate resilience at a pace supported by available capital + long-term revenue stability.



F.2 Guiding Principles

In reviewing the RFEI and the additional studies made available by NYCEDC we envision these guiding principles for the area:

- Maritime First: Activate core port, mobility, and vessel-servicing functions
 - Sustainable & Clean: Shore power and emissions-reduction systems
 - Equitable: Workforce opportunities and training pathways
 - Resilient: Climate-adapted infrastructure to deal with higher water levels
 - Flexibility: Multi-use, multi-vessel capacity
 - Connected: Integration with appropriate land-based street and truck networks and compatible community uses
-

F.3 Program Elements

Maritime & Industrial Use

MDD proposes to establish a pierside vessel-servicing, light-repair, and retrofit-ready berth. Additional scalable uses that could be developed by others on adjacent sites/ upland areas include:

- Barge-based cargo and short-sea shipping
- Industrial production or assembly
- Warehousing, cold storage, and maritime logistics



F.4 Green Port Infrastructure

The trends in the industry towards cleaner shipping are accelerating. New York can be an even stronger leader in this area. MDD's work can support development and growth of:

- Shore power systems for zero-emission berthing
- Fleet energy-efficiency analytics and digital tracking
- Clean-fleet retrofit solutions
- Energy-efficient wharf utilities and microgrid readiness



F.5 Community & Stakeholder Engagement Strategy

Recognizing the RFEL's early stage, we anticipate a future structured engagement process that may include:

- Red Hook and Sunset Park community groups
- Brooklyn Borough President's Office, Community Boards 6 & 7
- Southwest Brooklyn Industrial Development Corp.
- Maritime operators, tug/barge companies
- Workforce organizations (e.g., Red Hook Initiative, RETI Center)
- Labor unions and apprenticeship programs
- MWBE utilization: MDD is a certified MBE by the Port Authority of New York and New Jersey.
- Our M/WBE certification in NYC is up for renewal

F.6. Economic & Social/Societal Impacts

Economic Benefits

- High-quality and high value-add maritime job creation
- Strengthened NYC and Port region supply-chain resiliency (via current Staten Island Ferry experience and similar projects in other ports)
- Opportunities for small maritime businesses
- Enhanced regional competitiveness within the East Coast maritime sector

Positive Social/Societal Impacts

- Paid workforce training pathways
- Low-emission operations improving air quality
- Industrial preservation supporting long-term diversified job growth for the city

F.7 Team Qualifications

Marine Design Dynamics (MDD) provides expertise that can directly supports the needs of a modern, energy-efficient maritime facility at BMT. Our Personnel collectively possesses more than XX years in the business. Key Personnel include

- Sebastian Phillips — Founder & CEO (Miami, FL)
- Mike Martin — New York Maritime Lead (NY, NY)
- Eric Camponeschi — Naval Architecture & Systems Engineer (Annapolis, MD)
- Aaron Wens — Maritime Operations & Logistics (Charleston, SC & NY, NY)
- Krag Buck — Marine Infrastructure & Coastal Engineering (Baltimore, MD)
- Tom Healy — Coastal Systems & Marine Operations (Charleston, SC)



F.8 Relevant Projects & Context

A. Featured NYC Harbor Project

- Staten Island Ferry Molinari-Class Energy Conservation Project (2017–present)

B. Additional Facilities - see Appendices for specific locations

- Caddell Dry Dock & Repair Co., Staten Island, NY
- Staten Island Ferry Maintenance Facility
- Colonna's Shipyard, Norfolk, VA
- Detyens Shipyard, N. Charleston, SC

F.9 Implementation Strategy

Future participation in BMT redevelopment by MDD may include:

- Phased activation frameworks with Master Leaseholder and or NYCEDC
- Existing-conditions assessments - as a team participant or to conduct our own
- Wharf utilities modernization - preferably in collaboration with NYCEDC
- Vessel-servicing capacity study - we have a pipeline of projects spanning five ports.
- Structural risk and climate-resilience studies - we are happy to advise.
- Operational and capital risk-management planning - we are also happy to advise NYCEDCs effort. Plus, we will conduct our own at the appropriate time.

Even before moving into RFP or active redevelopment stage, MDD would consider interim Lease, Licensing or Subletting arrangements, if available.

F. 10 Sustainability & Resilience

Recognizing environmental challenges in Red Hook & Sunset Park we propose:

- Electrified berths and shore power
- Vessel emissions-reduction integration
- Flood-resilient wharf upgrades
- Energy-efficient utilities and microgrid readiness
- Stormwater and coastal-hazard mitigation
- Sustainable building materials

MDD's past marine engineering and project experience demonstrates our abilities to work towards these goals.



RFEI Response Part II: Project Positioning and Synergies with Blue Highways Action Plan

MDD proposes building on the vision for a modern, sustainable, maritime-industrial hub at the Brooklyn Marine Terminal that advances these NYCEDC goals:

- Maritime activation & port modernization
- High-quality job creation
- Climate-resilient & clean operations
- Community integration
- Long-term financial feasibility

Our redevelopment/ re-use strategy supports on-site:

- Vessel repair, retrofit, and servicing
- Shore power & green-port infrastructure
- Training and workforce development

In addition, these uses in adjacent / nearby sites can be highly complimentary

- Maritime logistics
- Industrial production and staging
- Short-sea shipping and Blue Highway/ Network development
- Container and barge transport

A. Project Positioning

We understand BMT as a critical regional maritime asset aligned with the Blue Highways Action Plan. These goals include increasing use of underused piers for vessel servicing (i.e., repair & retrofits); short-sea shipping activation via RO-RO and barge; electrification of fleets and shoreside infrastructure; workforce development; and public waterfront access (where possible, given security and operational needs of this work).

While the site possesses assets, there are a number of challenges. These include: need for structural upgrades including wharf modernization; new/ upgraded utilities and bulkhead improvements. There may also be issues with navigability in the interpier areas and in the embayment area between Piers 9B and 10. Please see Appendices for more details.



As with every maritime district embedded in a dense urban environment there are challenges to balancing industrial operations with public access, as well as improving climate resilience at a pace supported by available capital + long-term revenue stability.

B. Additional Synergies and Considerations

1. Potentially Compatible Adjacent/ Nearby Maritime & Industrial Use

Additional scalable uses that could be developed on adjacent sites/ upland areas include:

- Barge-based cargo and short-sea shipping
- Industrial production or assembly
- Warehousing, cold storage, and maritime logistics

2. Sustainability & Resilience

Recognizing environmental and social challenges in Red Hook, Sunset Park and urban neighborhoods in general we believe projects like these deserve special consideration:

- Electrified berths and shore power
- Vessel emissions-reduction integration
- Flood-resilient wharf upgrades
- Energy-efficient utilities and microgrid readiness
- Coastal Hazard mitigation

3. Implementation Strategy

Future participation in BMT redevelopment by MDD may benefit from the following::

- Phased activation frameworks with Master Leaseholder and or NYCEDC;
- Existing-conditions assessments - we are happy to participate;
- Wharf utilities modernization - preferably in collaboration with NYCEDC;
- Vessel-servicing capacity study - we have a pipeline of projects spanning five ports.
- Structural risk and climate-resilience studies - we are happy to advise.
- Operational and capital risk-management planning - we are also happy to advise NYCEDCs effort. Plus, we will conduct our own at the appropriate time.

Even before moving into RFP or active redevelopment stage, MDD would consider interim Lease, Licensing or Subletting arrangements, if available.



Part III. Responses to NYC EDC RFEI Questionnaire

Use, Size and Layout of Facility

1. Describe the nature of the proposed maritime industrial operation: Who are the primary clients? What are the primary commodities? How dependent is the business on waterborne shipping?

MDD proposes to establish a pierside vessel-servicing, light-repair, and retrofit-ready berth. There are many additional scalable uses that could be developed by others on adjacent sites/ upland areas including NYC's existing NYC ferry and Blue Highway ambitions. The primary commodity is pierside berthing space. The proposed use is dependent on waterborne shipping because all of our clients are waterborne shippers and or passenger vessel operators.

2. Would the Respondent plan to act as a port operator/developer for the entire port facility or as a tenant to an operator?

Tenant.

3. How long has Respondent's business been operational? Where is Respondent's business currently located? Would a location at BMT represent an expansion of the existing business or replacement?

20 years. Operational HQ is now in Miami, FL, with projects in four different east coast ports. See Appendices.

4. What location within BMT best suits Respondent's proposed use? Describe why this location is most suitable (e.g., requirement for contiguous open space, berthing space required, water depth, requirements for interior space, etc.).

Pier/ quayside space somewhere in the maritime district between and including parts of Piers 7-10 is desirable. Desired water depth is 40 ft at MLLW. Our operations are mostly shipboard though for some projects we may need to make use of 5,000 - 10,000 sf for laydown/ office/ staging space in the adjacent BMT property.

5. How much acreage would the proposed use occupy? Does the Respondent anticipate the port to grow over time? How much and in what ways? Does the Respondent anticipate a phased approach to both initial construction and potential growth?

On land our footprint would be minimal, approximately 5,000-10,000 sf. Our primary need is for linear berth space, approximately 300-500 lf, depending on the project.



6. Describe the amount and type of interior building space that the proposed business would require. Is there a specific location within the BMT site where these buildings would need to be located?

Continuous use of interior building space will not be required. Most of the work happens shipboard, i.e., over the water and on ships in the water.

7. Do the proposed future public investments described above and in the BMT Vision Plan make BMT a more attractive site for your business?

Absolutely. Given pier and fendering conditions as well as seeming inconsistent water depth in some areas, our business plan will rely on some upgrades and investments made by NYCEDC and its partners/ developers/ tenants.

8. Are there different potential public infrastructure investments that would make the site more attractive to your business?

Yes, these include pier rehab/ reconstruction, new marginal pier (if that happens); fendering; utility upgrades and distribution systems; reliable and level work surfaces on pier deck with load capacity of 600-1,000psf, plus potential deepening of present shallow areas within the interpier area.

9. How important is a marginal pier with a 1,700 linear foot berth to your business? Could your business operate just as efficiently with the restoration of the finger piers at Piers 8, 9A and 9B instead?

Given present patterns of use in the maritime space of NYC, as well as NYCEDCs plans to grow the Blue Highway, we feel in general more berthing space will be needed and such future uses should be protected. Just as important as the linear berthing space is the available depth along that berthing space.

10. Describe how your business would meet the City's goal to build a modern, all-electric, 21st Century port.

The core of our work over the past 20 years is to improve the energy efficiency of various ships and fleets. We have conducted numerous projects that retrofit old engines and generators to newer, cleaner equipment. Therefore we feel our core business is totally aligned with the city's goal to build a modern, all electric, clean port operation here.

11. Are there other maritime industrial businesses whose presence at BMT would make it a more attractive location for your business?



We work with equipment manufacturers across the US and some across the globe. Our project partners and subcontractors are from the NY metro area. Most of these entities don't require water access, even though their customers do!

12. What is your business' perspective on any synergies between BMT and a Hunts Point Marine Terminal?

There is a lot of potential synergy. As the Blue Highway system grows - for passengers and freight - we believe the need for vessel repair and upgrades will also increase. Currently, there are gaps in the market of available service providers and locations. GMD and Bayonne are quite large and therefore too expensive for medium-sized ships. Other yards on Staten Island are often too small. The next available yards in places like Bridgeport, CT are quite far. There is a lot of work in this field that does not require the ship to be hauled out of the water.

Expanding this capacity within the Port of Brooklyn, and NYC, and the region, at the very least protects and potentially strengthens the competitive advantage of the region.

13. What site infrastructure, acreage, and equipment at the Hunts Point Marine Terminal would be desired?

For our current vision we are focused on potential berthing space at BMT. In the future we could service some of the ships plying the various routes.

Financial Proposal

14. Describe, in qualitative terms, the core functions and services that the Respondent's business currently uses to generate revenue.

Ship Repair and Upgrades. Please note our scope of repair work is for dockside/ top side/ integral mechanical spaces only, not any hull or out of water work. These projects involve substantial repair, retrofit, and or replacement of major pieces of equipment and sometimes whole systems. Our customers hire us to assess, develop alternatives, design new installs, and execute/ oversee these installations, including procuring the equipment, and conducting sea- and validation tests of the new installs/ repairs/ retrofits.

15. Does the Respondent's company operate independently or is it a subsidiary of another? If the latter, who is the parent company and/or the largest holder(s)?

We operate independently as a Corporation registered in 2005 in Washington DC.

16. Provide examples of existing or previous operations, where similar functions described in this RFEI are used to generate revenue. Describe the financial model of these



examples, including any public subsidies they receive.

Ongoing and recent projects are/ have taken place here:

- Caddell Dry Dock & Repair Co., Staten Island, NY
- Staten Island Ferry Maintenance Facility
- Colonna's Shipyard, Norfolk, VA
- Detyens Shipyard, N. Charleston, SC

The revenue in each project is based on evaluation, design, and management services we provide, as well as the work done by our partners and subcontractors.

We also are paid for specifying and procuring new equipment for our client, followed by supervising it's installation, testing, and activation. This equipment generally comes from major manufacturers including Caterpillar, Wartsila, Alfa Laval and similar companies.

Most of our projects last 2-3 months, though some extend well past 1-2 years. In executing a project there are anywhere from 25 to more than 100 personnel involved.

In general the private projects are not subsidized but the public projects such as MSC or SI Ferry are publicly funded. In other ports our projects are executed as private transactions with no public subsidy.

17. To support the Respondent's existing/previous operations, has the Respondent's firm historically invested in the development of these businesses? Investment could take the form of either direct capital injection for infrastructure and/or equipment, and/or the provision of equipment through other sources. If so, please provide examples and a description of whether such an investment strategy could be brought to BMT.

In most places we try to minimize our Capital investment. Currently we have a facility on the Miami River in Miami, FL in which we are investing by building shop space, and purchasing.

18. What are the general conditions (i.e., length of lease term) your firm typically seeks to support the business model.

We would like to Lease/Sublease the space for 5 years with 3 x 5 additional years options

Employment

19. Provide a brief description of the employment opportunities the Respondent's firm views could be associated with terminal operations, as well as within the broader community.



For our business activities we do not intend to operate the terminal but to provide a myriad of professional services for ship repair, retrofit, and upgrades. These functions are generally electricians and electrical contractors, equipment operators, welders and fabricators.

20. Provide an estimate of the number of Full Time Equivalent positions associated with the proposed project.

BMT is a facility that will enable us to do many types of work described above. As we work with many subcontractors including electricians and laborers, we expect to employ 5 FTE MDD Managers and staff, along with the FTE equivalent of 20-30 subcontractors over the course of a typical year.

21. Does the Respondent's firm have prior experience working with unionized labor, and in particular, the ILA - if so, where?

Our shipboard licensed engineers and most of our project team has experience working with the ILA. A number of our personnel have served as shipboard masters, mates and engineers on container vessels coming in and out of ports on the east coast including Port Elizabeth, NJ.

As most of our work takes place on the ship (as opposed to on the pier) we have or are working closely with Marine Engineers Beneficial Union (MEBA), Laborers Local, and American Maritime Officers Union.

22. Please describe plans for establishing a comprehensive workforce development strategy that could include a Project Labor Agreement, targeted community hiring, a maritime career readiness program for local disadvantaged residents, or other elements.

We will be glad to work with EDC suggested parties and partners to develop a thorough plan in the future. For now we envision helping create the opportunity to strengthen maritime sector labor force by providing input to area programs that can provide:

- Maritime engineering and repair training in collaboration with SUNY Maritime
- Vessel-operations training with unions and local institutions such as NY Harbor School
- Green-energy and emerging-tech technician pathways with Red Hook Initiative and RETI Center and Kingsborough Community College
- Educational/waterfront learning spaces (as allowable) with our landlord

Traffic/Utilities

23. How much car traffic and truck traffic would the proposed business generate at the BMT on a daily basis?



Approximately 10 cars and 2 truck deliveries, on average, per day during an active project. Over a typical year we may expect to see we would expect 12-16 full-day equivalents of Heavy Lift operations from land to the ship and vice versa.

24. How does the Respondent envision maximizing potential for Blue Highways at BMT?

We maximize the potential because we help to fill a niche in the Port's supply chain: we repair and upgrade ships without taking them out of the water. For NYC's Blue Highways visitation we feel we add value because our business is built on retrofit of medium sized ships to be more energy efficient and to burn cleaner.

25. Would the proposed business own boats or ships? How many? What size? Would these vessels need to be docked at BMT? How much berthing space would be required?

No, our customers own the ships and they would tie up at BMT for the duration of the specific project. Individual projects run 2-3-4 months, but if the customer (such as the SI Ferry) owns a fleet then the projects are often sequenced together. We are looking for 300 - 400 linear feet.

26. What is the required electrical capacity needed to run the proposed business?

If we need to plug our vessels into shorepower this could be a lot. Our shops may need 100KW. In some areas we have also brought in temporary generators for shorepower when needed.

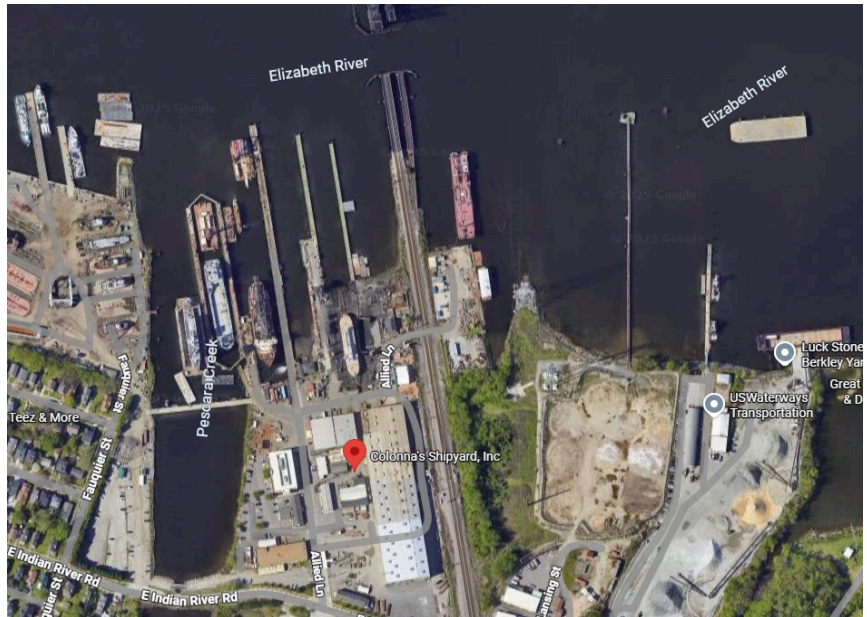
General

27. Does the Respondent have any additional feedback on the BMT Vision Plan?

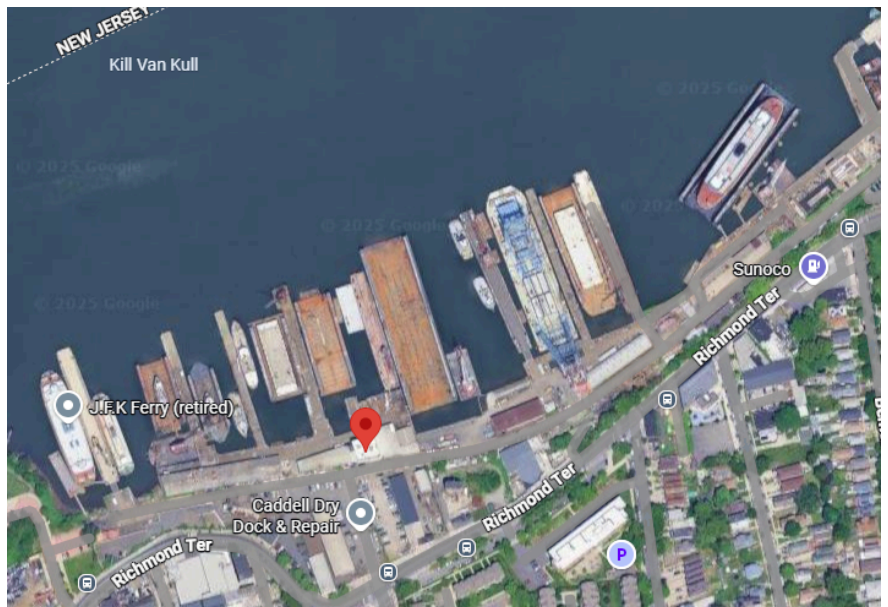
We applaud the City for it's vision and we look forward to helping realize the City's goals to strengthen NYC's competitive advantage in the maritime space.

Appendix A, page 1: Current Ports Where MDD Executes Projects

1. Colonna's Shipyard
400 Indian River Rd
Norfolk, VA



2. Caddell's Shipyard,
1515 Richmond
Terrace, Staten Island,
NY

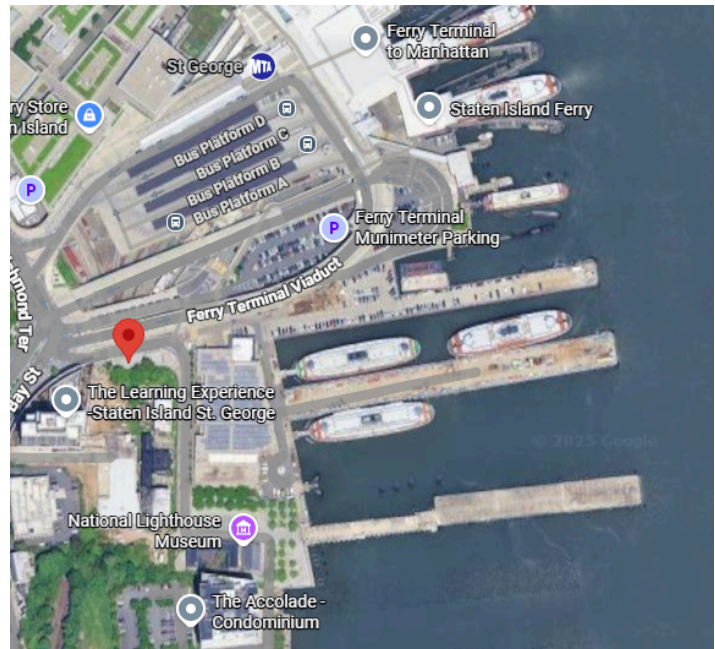


Appendix A, Page 2: Current Ports Where MDD Executes Projects

3. Staten Island Ferry Maintenance Facility

1 Bay Street

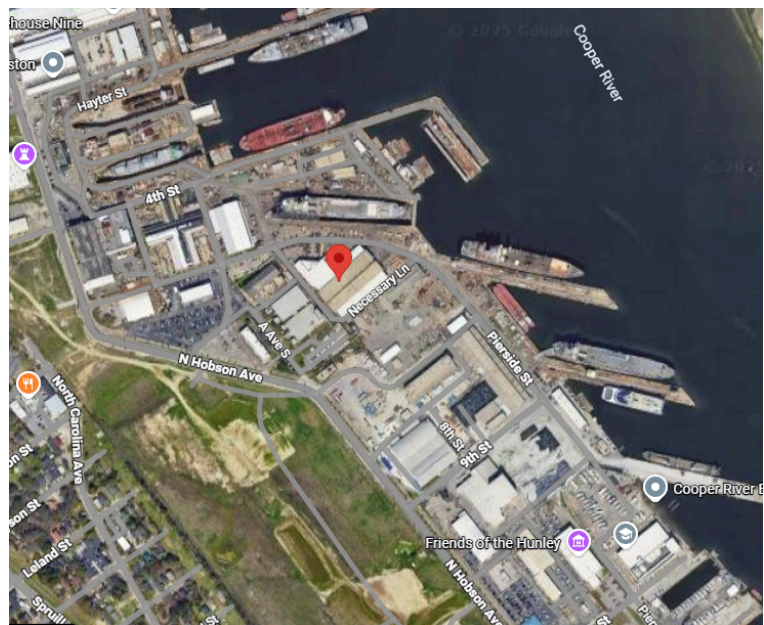
Staten Island, NY



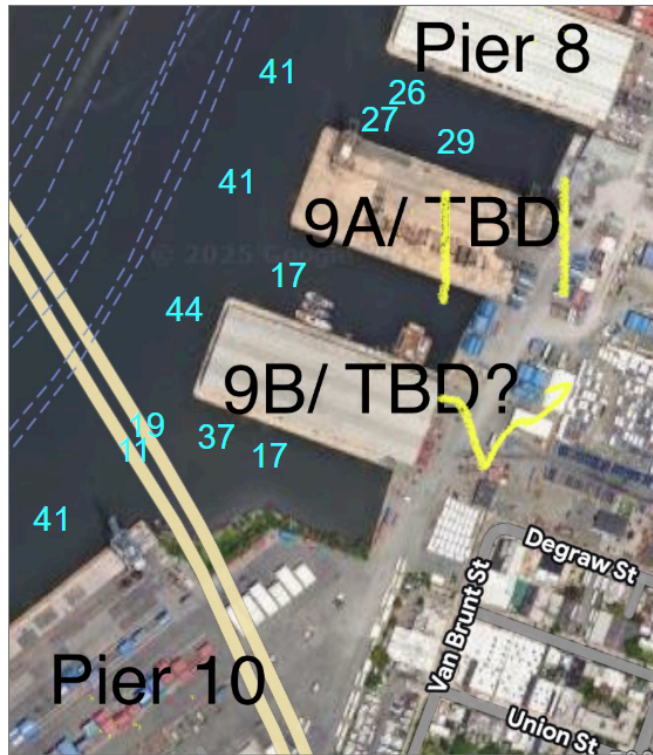
4. Detyens Shipyard

1670 Drydock Ave

N. Charleston, SC



Appendix B: Approximate Water Depths near Relevant BMT Piers



- 9a& 9B expected to be demolished. Water depths there suggest dredging hasn't happened in years.
- There is an odd hump at the northern end of Pier 10 bulkhead (look over tunnel alignment)
- Depths shown are not keyed to stage of the tide that day



- Pier 6 is Park and the NYC ferry landing is shown north side of Pier 7
- Water depth north of pier 7 looks very deep.
- Interpier area between 7-8 is full of existing users who should be engaged if/ when RFP process expected to begin.
- Depths shown are not keyed to stage of the tide that day

source: Blue Classroom LLC