



SS UNITED STATES

Artificial Reef Project

DECEMBER 9, 2025

DESTIN
FORT
WALTON
BEACH
FLORIDA

Overview

- SS UNITED STATES Project Update
- Partnerships
- Outside Party Challenges
- Contract Amendment Request



Tow Route

- Started in Philadelphia, PA
- Passed under three bridges on the way down the Delaware River
- 1,600+ mile tow to Mobile, AL
- Average tow speed of 6mph



Philadelphia Challenges

- US Coast Guard issued a Captain of the Port Order November 20, 2024. Concerns about:
 - Stability and structural integrity
 - Tow and communications plan
 - Tug selection
 - Uncontained hazardous material
 - Bit strength
- Hired naval architect to address these issues
- USCG approved analysis January 8, 2025



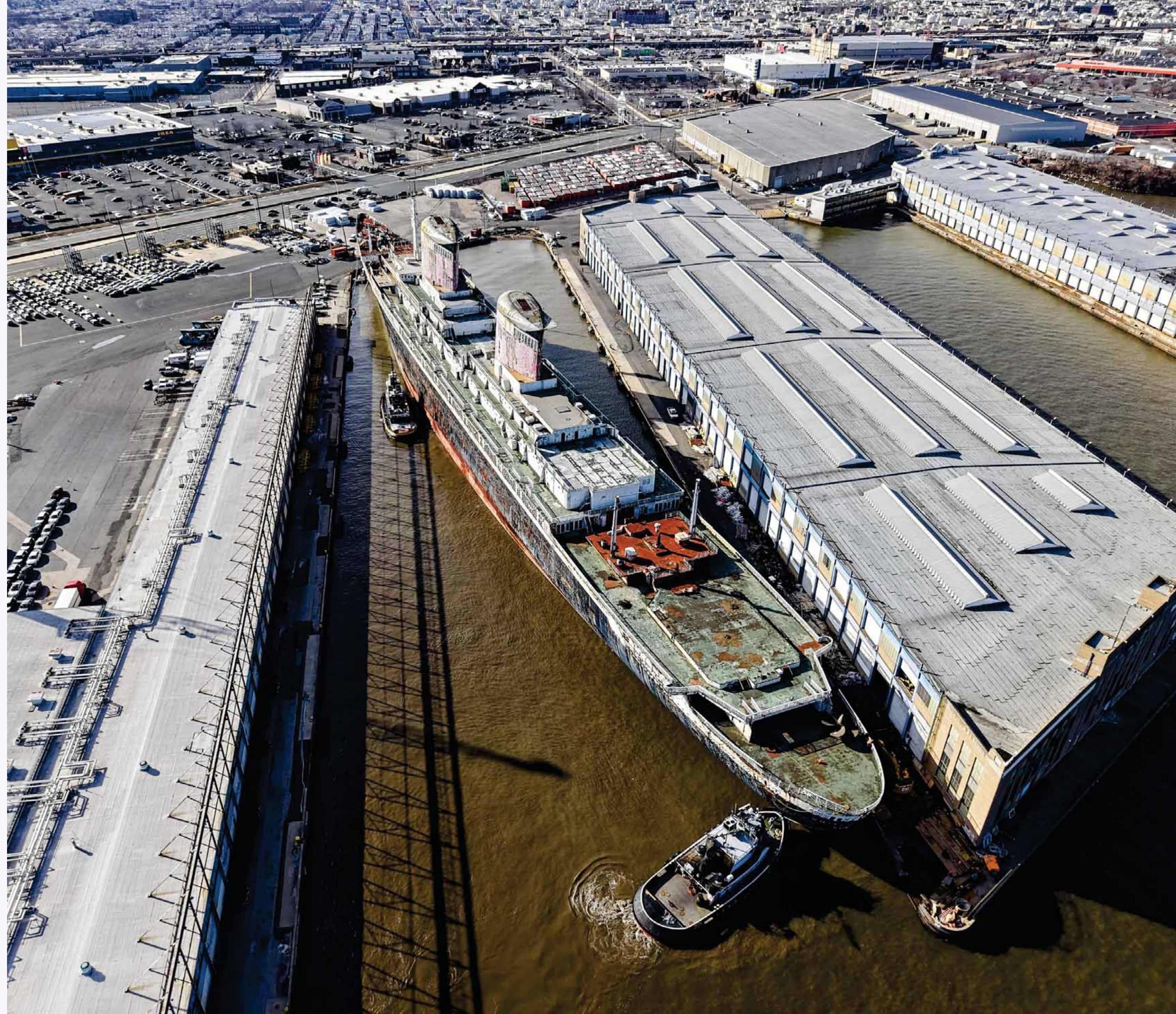
Philadelphia Challenges

- Weather and Tides
- US Coast Guard lifted the Captain of the Port Order February 19, 2025
- Arrived in Mobile, AL on March 3, 2025



Current Status

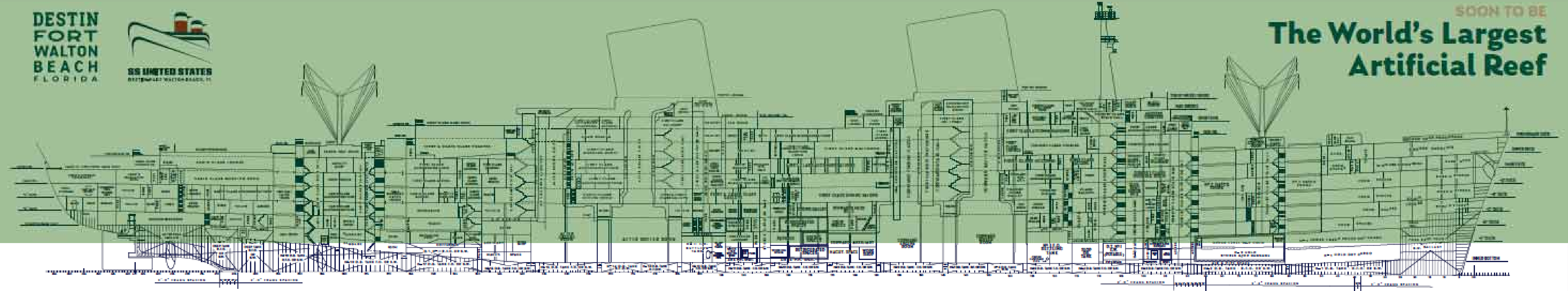
- All 120 fuel tanks empty
-50% gas-free certified
- 99% of PCB containing materials removed
- Both funnels (smokestacks), radar mast, and propellor removed and secured on land
- All portholes and windows removed
- All exterior exfoliating paint removed



DESTIN
FORT
WALTON
BEACH
FLORIDA



SOON TO BE
**The World's Largest
Artificial Reef**



Current Status

- 80% of the ship is completed and ready for final inspections
- Most inspecting agencies are federal
- Next round of final inspections December 12, 2025
- Safety, security, and deployment plan being finalized



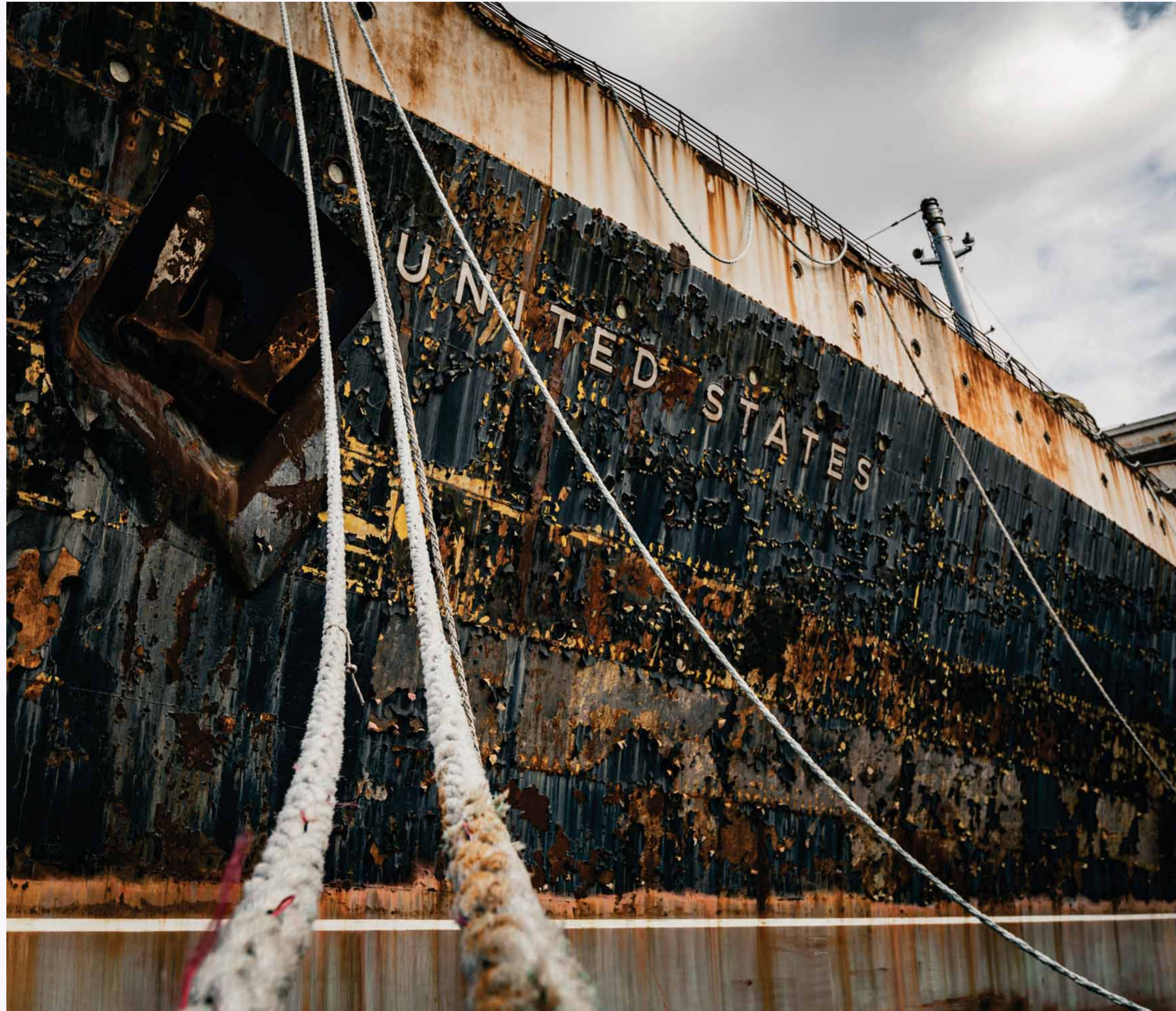
Future Timeline

- December 2025 - Early 2026
 - Certify “clean” remaining fuel tanks
 - Remove remaining regulated levels of PCBs
 - Remove all non-metal items
 - Cut holes strategically throughout
- Early 2026: DEPLOYMENT



Deployment Operations

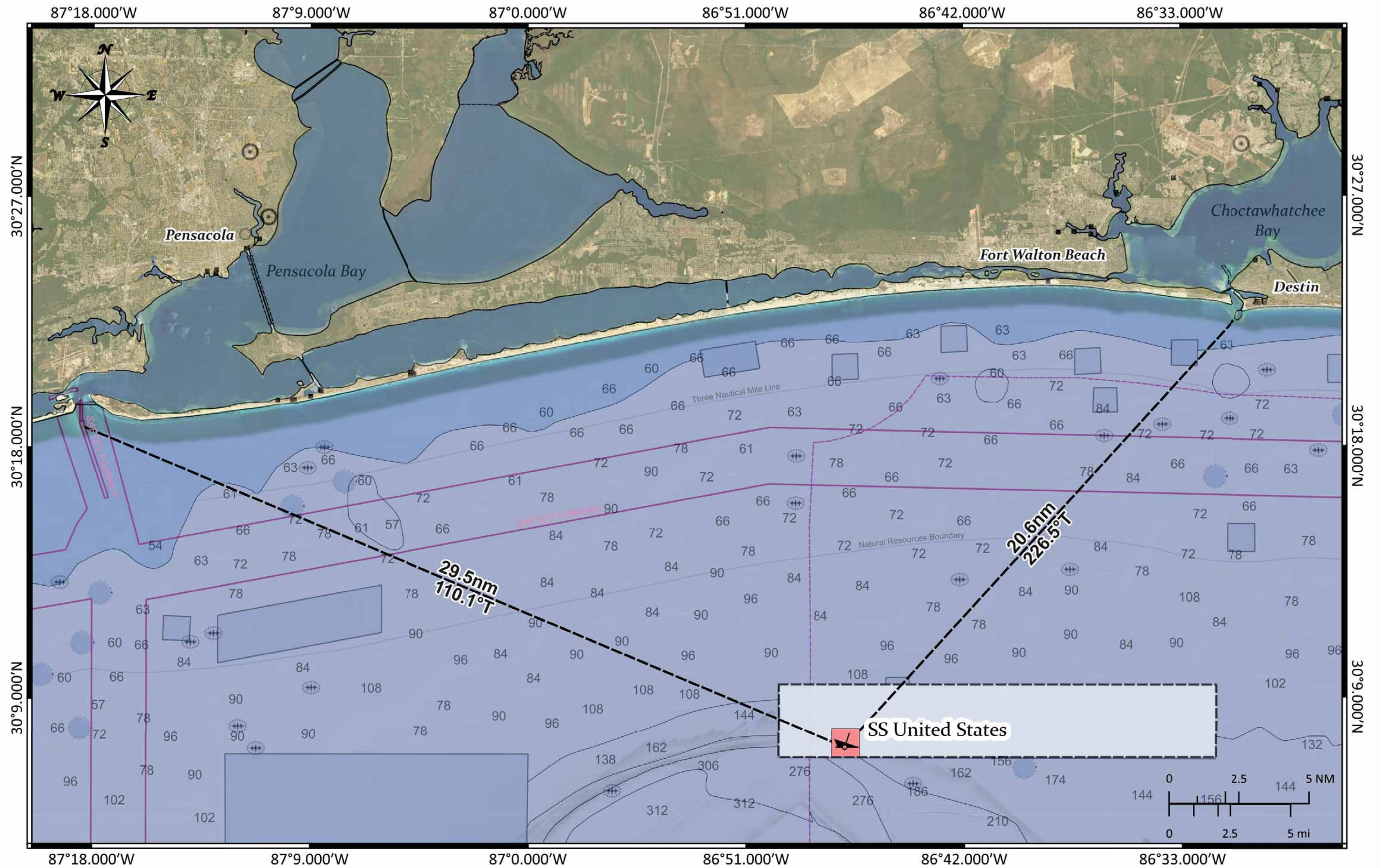
- No explosives permitted
- Naval architect using previously developed model to plan flooding
- Anchor on site for 3 days
- Cut holes strategically throughout
- 24/7 security perimeter maintained by more than 40 law enforcement vessels



Potential Deployment Locations

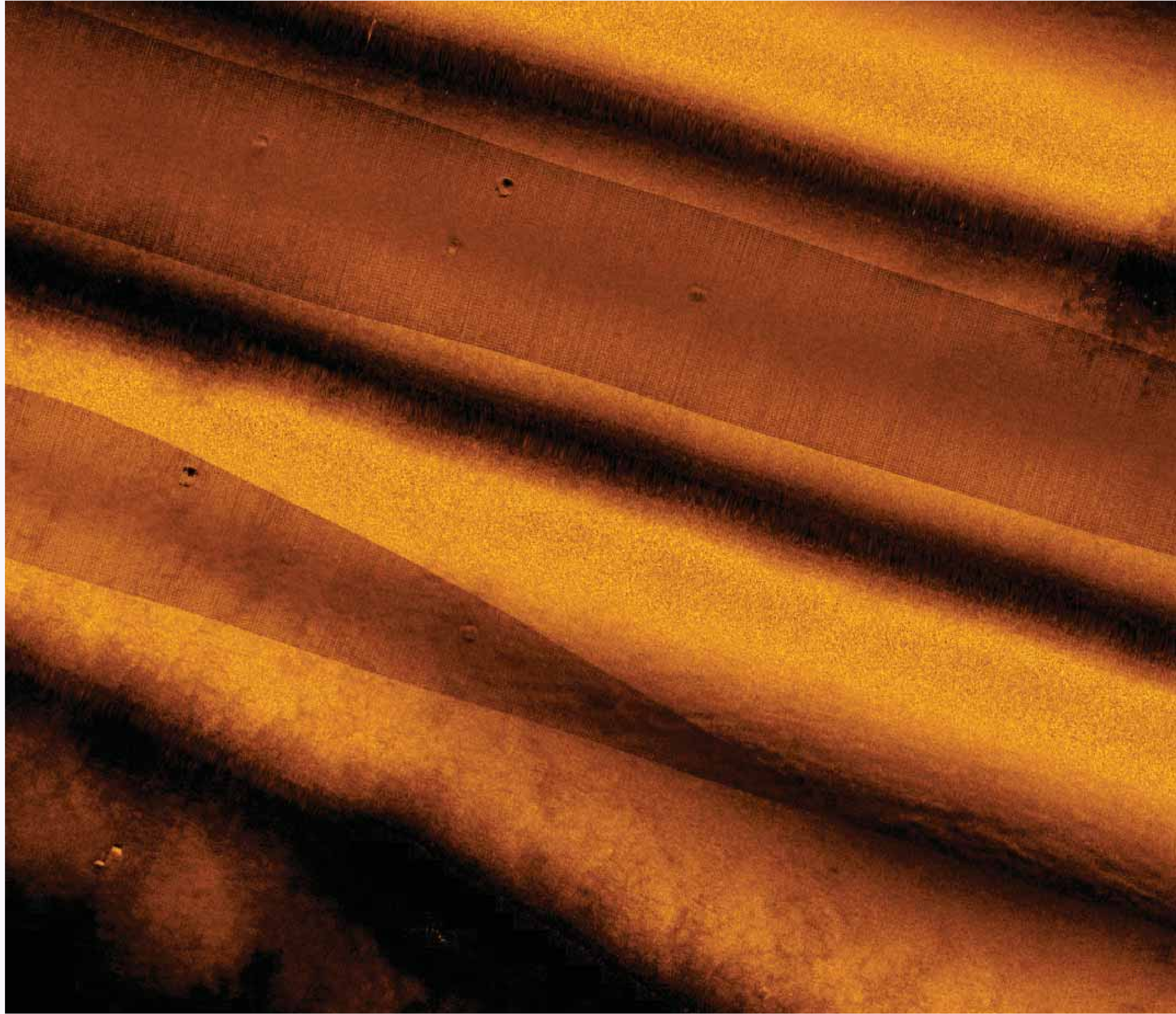
- Two locations identified
- 20-25 miles from Destin
- 50 and 60ft navigational clearance
- Significant influence from neighboring communities and Military





Pre-Deployment Surveys

- Sand substate
- Bottom surveys to confirm substrate and investigate “detections”
- Everything in the deployment area is manmade
- No historical significance



Project Partners

- Fish & Wildlife Foundation of Florida
- Coastal Conservation Association
- Visit Pensacola
- Force Blue
- NAUI Worldwide
- Explorers Club

\$4.0mil in funding to date



Research Partners

- Dauphin Island Sea Lab:
Evaluate change in soundscape pre-post deployment
- Woods Hole Oceanographic Institute: Biological, Chemical and Physical monitoring for 10 years
- Louisiana State University:
Tagged fish movement and interaction with vessel
- Economic Impact: to quantify return on investment



Media Impact

- \$184 million in earned media impact
- 20 billion reached
- Every major outlet is covering
- Numerous documentaries and IMAX



Tourism Benefits

- Similar projects: USS ORISKANY, USS SPEIGAL GROVE, USS VANDENBERG
 - \$150 return for every \$1 spent on USS ORISKANY project
 - 10,000 divers annually
- Diversity of reefs sites to balance experience levels



Deployment Date

- The most common DAILY question
- Deployment week set each month starting in February
- Safety and security managed by FWC, USCG and Okaloosa County



Artificial Reef Regulatory Guidance

- National Guidance: Best Management Practices for Preparing Vessels Intended to Create Artificial Reefs (EPA Publication)
- Technical Guidance for Determining the Presence of Polychlorinated Biphenyls (PCBs) at Regulated Concentrations on Vessels (Ships) to be Reflagged (EPA Publication)
- Guidelines for Marine Artificial Reef Materials-Third Edition (Gulf and Atlantic States Marine Fisheries Commission Publication)
- Army Corps of Engineers Permit guidelines
- Okaloosa County Standard Operating Procedures for prepping vessels for reefs.



Outside Party Challenges and Concern

- National Register of Historic Places
- Aluminum
- Polychlorinated Biphenyls (PCBs)
- Lead
- Asbestos
- Emotion Distress-Lawsuits
- Multiple Agency Appeals
- Oil/Fuel
- Diver Safety
- Unexploded Ordinance
- Zinc chromate-Hexavalent Chromium



Outside Party Challenges and Concerns: Zinc Chromate

- Zinc chromate is not federally regulated as a material requiring removal
- Treated analogously to lead-based paint and asbestos, both of which are explicitly permitted to remain on vessel when intact
- Zinc chromate in ocean environments is significantly different than closed or groundwater systems



Unexpected costs

- Extended dockage (Nov 2024 – Feb 2025) and penalty in Philadelphia, PA
- Additional outbound assist tugs required by USCG
- Additional inbound assist tugs and pilot services
- Additional tug support for escort, shift, and weather (USCG required)
- Tow and Pollution Insurance (\$100M) required by towing companies
- Fuel surcharge due to longer tow routes and weather delays
- Additional surveys, rigging, and pilotage required by USCG and project partners
- Storm anchors required by USCG
- Environmental surveys required by the State of Alabama
- USCG Captain of the Port Order compliance



Item	Remaining Budget	Change From Original
Fuel tank cleaning	\$505,000.00	
Waste oil/contaminated fluid disposal (NTE)	\$102,633.00	
Ventilation flange gasket removal/disposal (PCBs)	\$60,000.00	
Wire/cable removal/disposal (PCB or dive hazard)	\$59,315.62	
Sound-deadening insulation removal (PCBs detected)	\$65,000.00	
PCB spill remediation & re-sampling	\$60,000.00	
Working Pier Through June 1 (NTE)	\$547,000.00	\$300,000.00
Surveyors/naval architects/engineers (NTE)	\$35,460.43	\$25,000.00
Pre-deployment PCB sampling (NTE)	\$30,000.00	
Rigging for tow	\$25,000.00	
Outbound tug pilots (NTE)	\$30,000.00	
Line handling / riding crew	\$15,000.00	
Outbound assist tugs (NTE)	\$195,000.00	\$70,000.00
Main tow tug (NTE)	\$150,000.00	\$150,000.00
Cutouts and on-site preparations	\$70,000.00	
Trip & tow insurance / hull coverage (NTE)	\$140,000.00	
Elevator removal and remediation	\$185,000.00	\$185,000.00
Deployment anchor	\$49,000.00	\$49,000.00
Funnel removal overages	\$280,912.00	\$280,912.00
Pending expenses	\$162,390.81	\$162,390.81
Contingency (~6.2%)	\$183,288.14	\$183,288.14
Total	\$2,950,000.00	23

Thank you!

WWW.THESSUS.COM

DESTIN
FORT
WALTON
BEACH
FLORIDA

