

MEMO



TO: File

FROM: Paul D. Pottle, Director of Projects

DATE: February 10, 2026

SUBJECT: Construction Progress Report for MV Battery Steele - #18

This report covers construction at the Senesco Shipyard for the months of December 2025 and January 2026. The shipyard continues to make steady progress with the work and had a dip in workers near the middle and end of December due to the electrical sub-contractor filing for bankruptcy and the holidays. The efforts picked up at the beginning of January and remained fairly steady for the month. The bulk of the work remaining is painting, equipment installation, finishes, battery installation, electrical work associated with connecting all of the loaded out electrical panels and switchgear and wiring throughout the vessel. The team continues to work with the Coast Guard on several submissions as well as having regular inspections of work elements as that work is completed. No major issues have been identified as of this writing. The Coast Guard is on site several times per week.

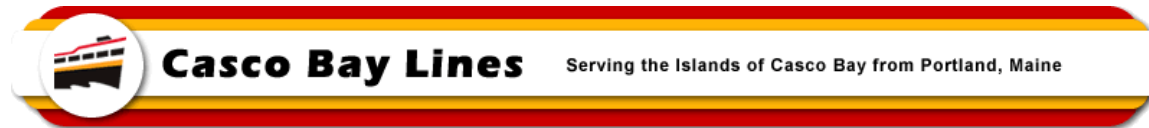
CBL staff members continue to visit the shipyard to inspect work and to help with final placements of various pieces of equipment, devices or systems. The inspection team from the naval architect firm is still on site 4 to 5 days per week and coordinates regularly with staff on issues that may come up and they attend Coast Guard inspection visits.

Senesco's electrical sub-contractor filed for bankruptcy near the beginning of December which brought the electrical work to a halt for a little over a week. Senesco did start to hire back as part of their workforce, the electricians that had been working for the sub-contractor. By the beginning of January, Senesco had retained most of the electrical work force that had been on the project and was able to continue with the electrical installation work. This has caused a delay to the schedule and Senesco is working on a revised schedule to share with the team, but in weekly discussions, it appears that the new delivery date of the vessel to CBL in Portland will now be around the end of May or early in June.

Currently, the ABB team (propulsion system provider) is scheduled to arrive at the shipyard around mid-February to begin their commissioning work and they are expected to be on site for 3 to 4 weeks. If there are no further delays to the work, the shipyard anticipates launching the vessel around the beginning of April. The exact date has not been selected but should be soon. After the vessel is in the water, there will be some additional commissioning steps and then there will be dock trials, followed by sea trials. Assuming that all systems work as planned and the Coast Guard is satisfied with the trials, plans will be finalized to correct any issues and then the vessel will be delivered to Maine for commissioning work associated with the charging system and familiarization activities for the CBL crews. The final certificate of inspection will not be issued until CBL can demonstrate its ability to safely operate the vessel.

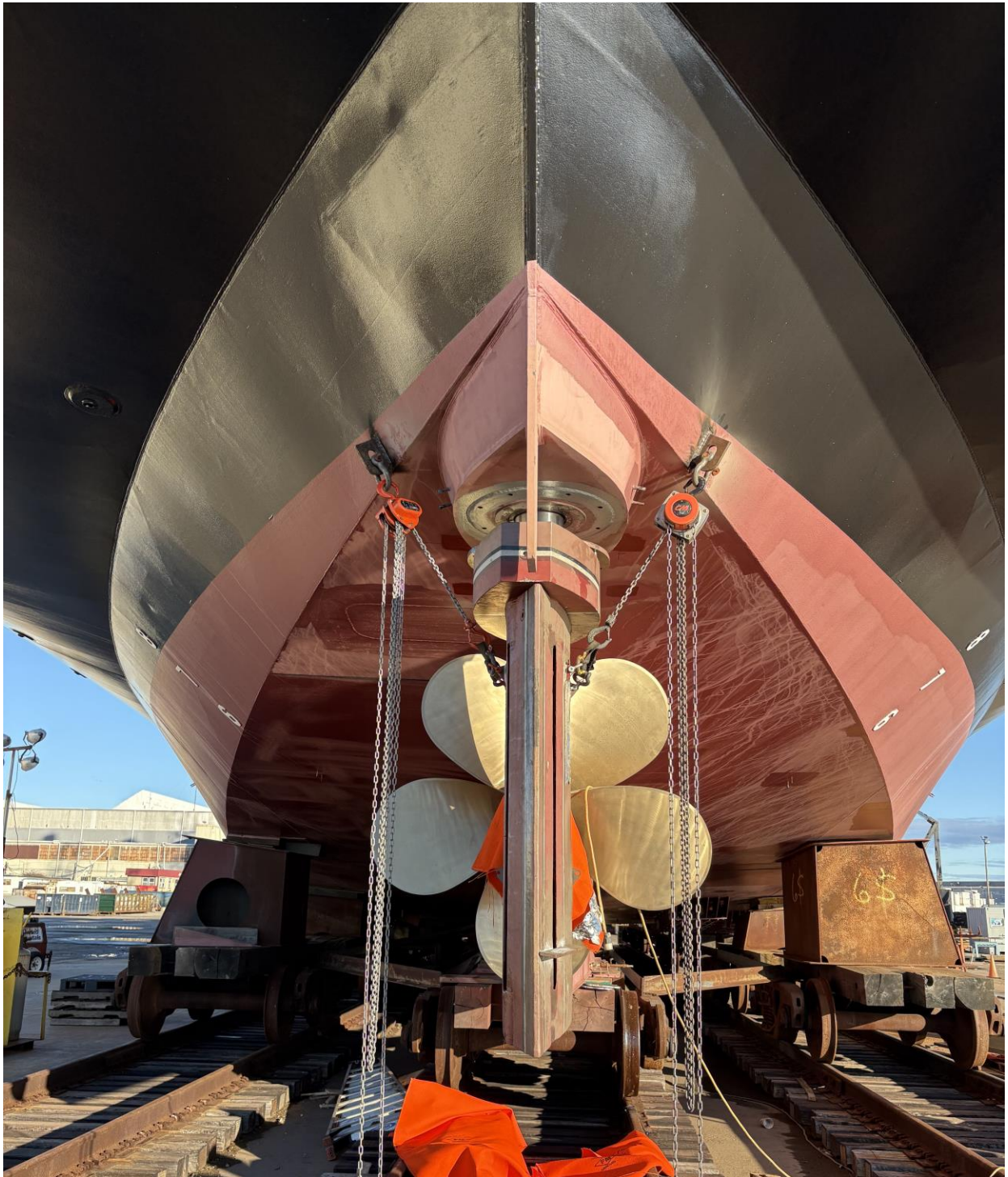
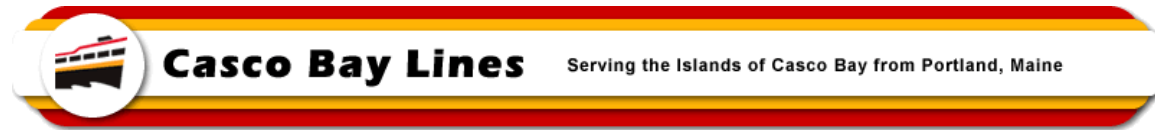
The following is a brief overview of the work done from December 1st, 2025, to January 31st, 2026:

MEMO



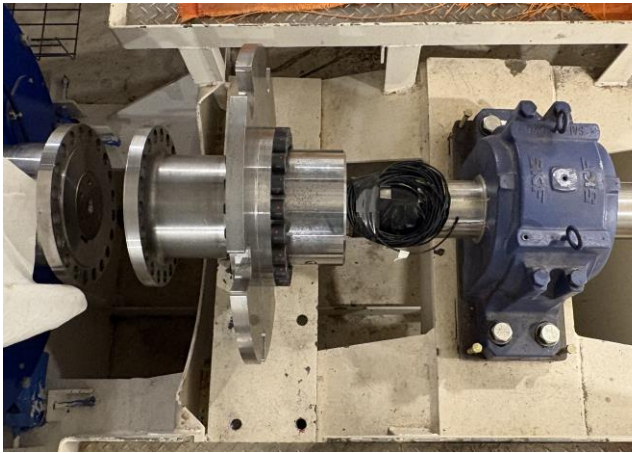
- Continued with electrical work to include wiring throughout the vessel, connecting electrical panels to loaded-out equipment, lighting installation, running connections to voids 2 & 3 to connect with motor control cabinets, and general wiring and penetration seals as wiring is completed through the various bulkheads.
- Finished installing the steering system equipment and rudders to include the hydraulic system that supports the steering, lubrication, testing and the back-up steering wheels located in each lazarette.
- Continued work on shaft installation and the various components that make up the shaft system to include bearings, seals and alignment.
- Fabricated and installed shaft guards in voids 2 & 3 but still need to develop an acceptable shaft guard for voids 1 & 4 that the Coast Guard will sign off on.
- Finished the installation of the heating systems and brought the boiler online to help heat the vessel.
- Continued painting where possible as items or areas are finished and made ready for final painting.
- Installed navigational equipment and panels in the pilot house consoles.
- Installed general alarms, talkback speakers, public address system and started installing CCTV cameras and equipment.
- Continued work on joinery finishes, especially around the windows in the cabins.
- Installed plumbing fixtures in the restrooms and the cleaning lockers.
- Installed lockers and fixtures in the crew locker room.
- Prepared the opening for the 02 deck fire damper that goes in the exhaust stack.
- Started placing various pieces of equipment throughout the vessel like fire extinguishers, life ring holders, thermostat, man overboard davit and ladders, communication panels and stations, VHF radios, CCTV cameras and other similar items.
- Installed non-skid deck coating on 01 & 02 decks on the stern end of the vessel.
- Installed anodes on the hull and rudder system once final paint coating was applied.
- Installed sight glasses on all expansion tanks.
- Started installing ceiling grid system in preparation of adding ceiling panels once the wiring, lighting and support infrastructure is in place.
- Did a walk through of the vessel with ABS (American Shipping Bureau) to verify tonnage requirements and as a result of the walk-through, identified the need to add two tonnage opening on the main deck. They were placed on the bow end at the doorways of the port and starboard cabins. These were shown at the stern ends of the cabins on the design plans but not installed by the yard at the time of the ABS visit.
- U.S. Coast Guard continues to make several inspection visits a week at the yard as work is completed and ready for inspection. To date, no major issues have been identified, and any small corrections are signed off on with the Coast Guard as they are finished.

MEMO

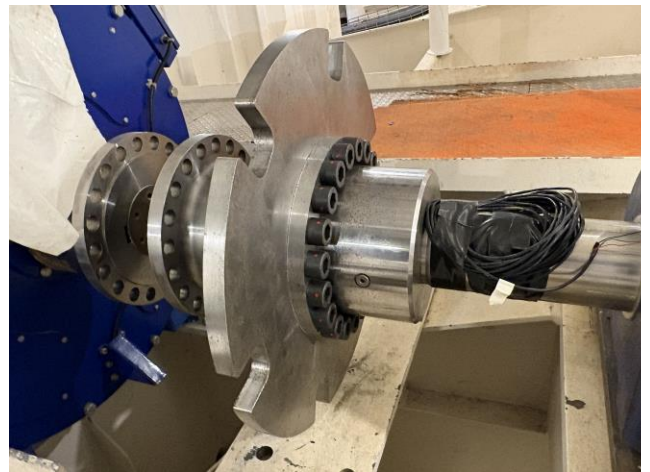


9128 – Bow End with Prop in Place and Rudder Being Installed

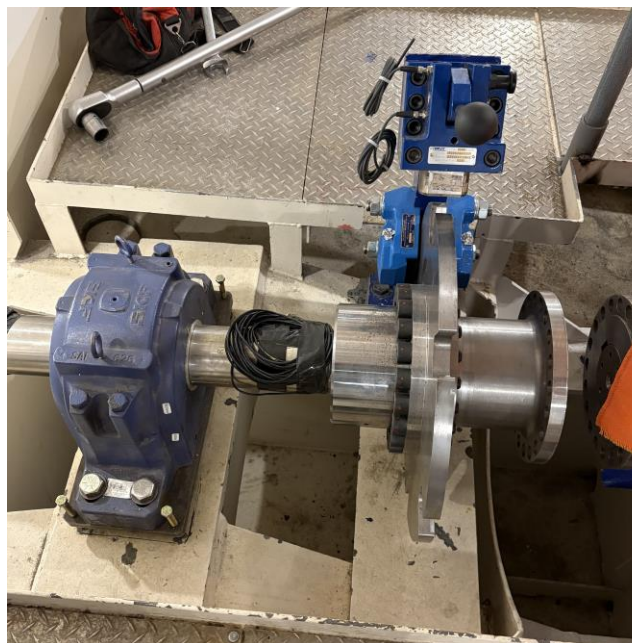
MEMO



9059 – Torsional Coupling Bearing w/Braking Plate



9060 – Torsional Coupling Bearing w/Braking Plate

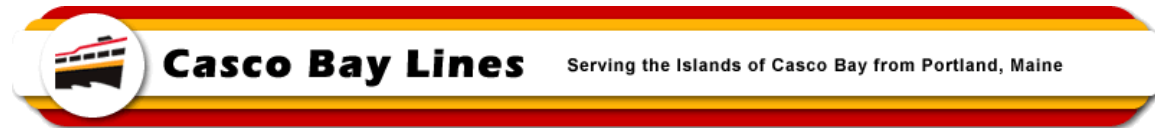


9084 – Torsional Coupling Bearing w/Manual Brake System in Place



9085 – Torsional Coupling Bearing W/Manual Brake System in Place

MEMO



9061 – Communication Phone



9062 – Equipment in Electronics Room

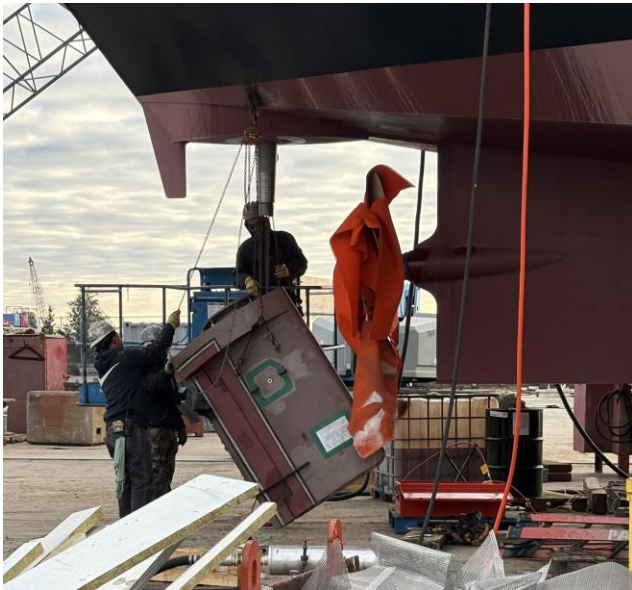
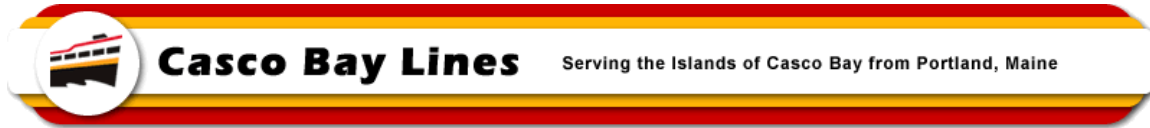


9063 – 01 Port Cabin with Joinery being Installed

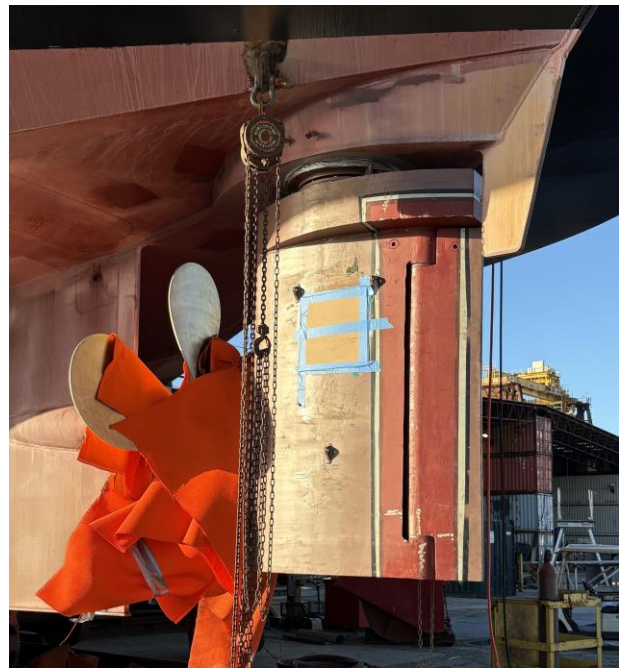


9080 – Starting to Install Fixtures in Restrooms

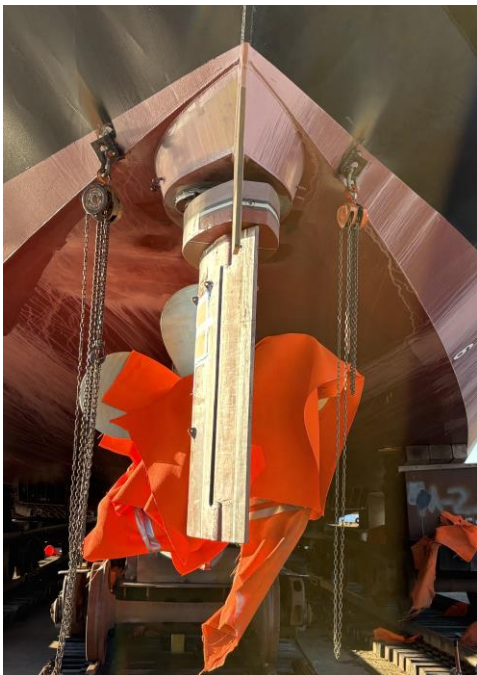
MEMO



9116 – Installing Stern Rudder



9124 – Installing Stern Rudder

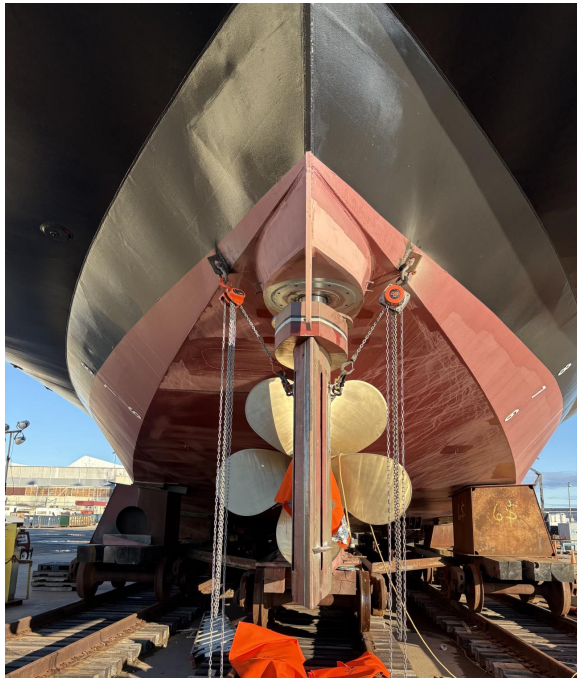
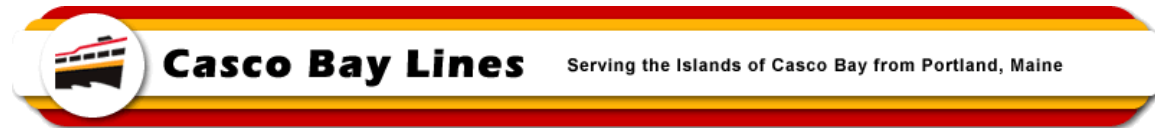


9125 – Installing Stern Rudder



9027 – Installing Bow Rudder

MEMO



9128 – Installing Bow Rudder



9304 – Bow Rudder Installed

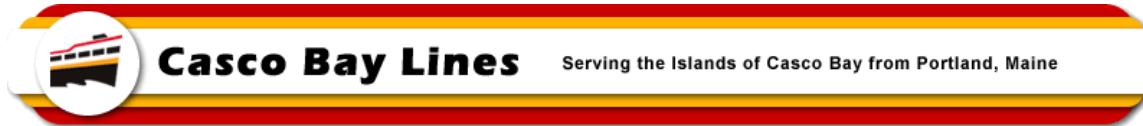


9305 – Bow Rudder Installed



9126 – Painting Hull Where Access Opening was for Load Out

MEMO



9088 – UPS Cabinet, Installing Wiring



9133 – Ceiling Grid being Installed in Cleaning Locker

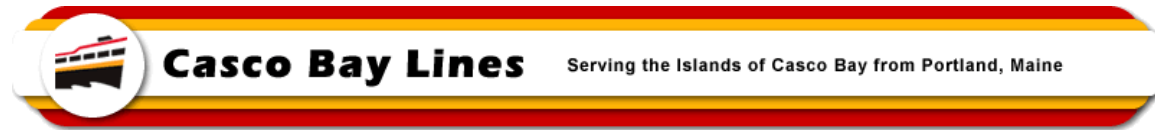


9270 – Restroom Fixtures Being Installed



9269 – Restroom Fixtures Being Installed

MEMO



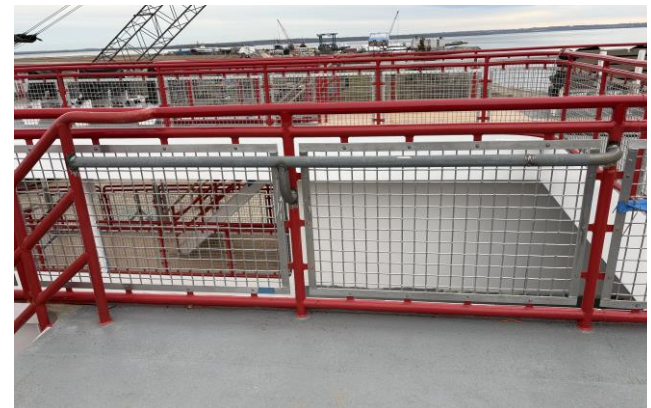
9273 – Restroom Fixtures Being Installed



9282 – Restroom Fixtures Being Installed

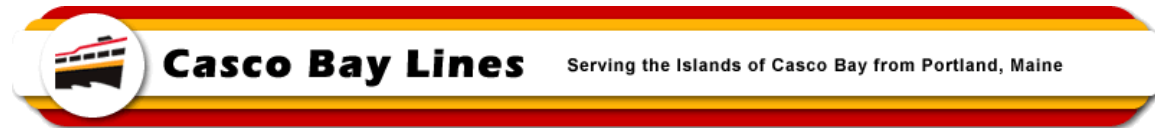


9135 – Communication Systems in Engine Room

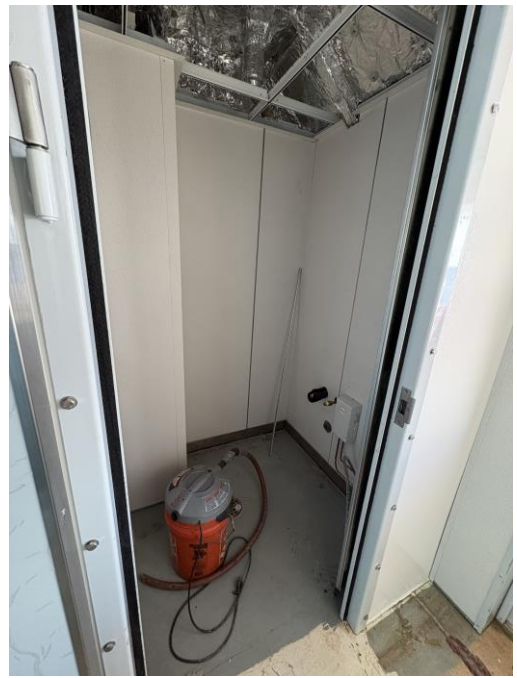


9186 – ADA Guide Rail Being Added to Handrail System on 02 Deck

MEMO



9251 – Lube Oil Tank in Pump Space of Engine Room



9284 – Cleaning Locker on 01 Deck Port Cabin



9286 – Vent w/Cover Prepared for Painting



9351 – Vent w/Cover in Place & Painted

MEMO



9287 – Wiring & Duct Work in Engine Room



7870 – Shaft Guard



7871 – Shaft Guard

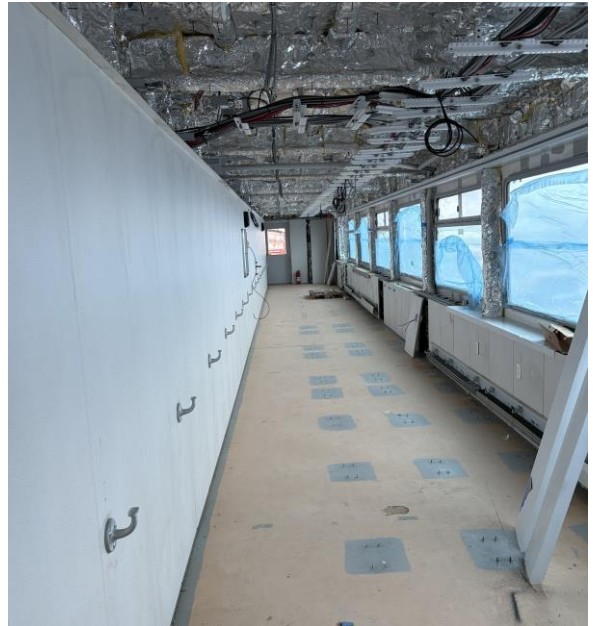


9300 – Utility Sink Being Installed in Cleaning Locker

MEMO



9301 – Handrail Support Being Installed in Main Deck Port Cabin



9308 – Handrail Support Being Installed in 01 Deck Port Cabin



9309 – Handrail Support Being Installed in 01 Deck Port Cabin



9307 – Anchor Painted & Installed (no lines on yet)

MEMO



9310 – Stern PH Console w/Steering Controls Being Installed



9311 – Stern PH Console w/Throttle Controls, Propulsion Panel & Radars Being Installed

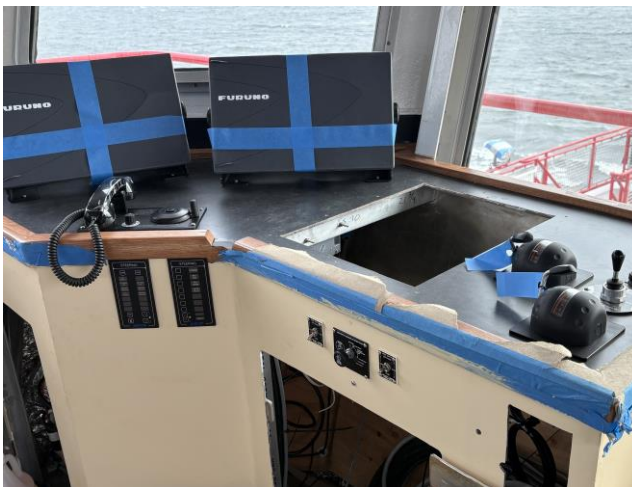


9312 – PH Side Return Console w/Various Monitoring Systems Being Installed

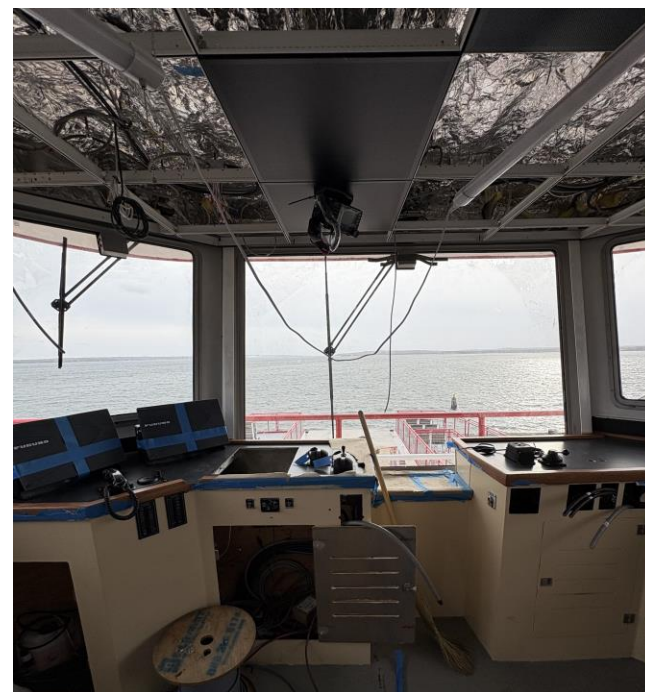


9313 – Bow PH Console w/Steering Controls Being Installed

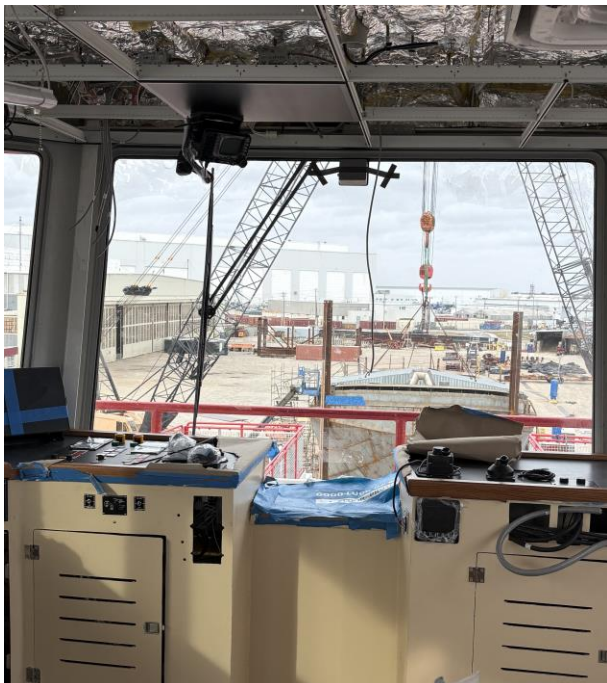
MEMO



9314 – Bow PH Console w/Thruster Controls, Radars and Opening for the Propulsion Control Panel



9315 – Overall View of Bow PH Console



9316 – Overall View of Stern PH Console



9345 – Communication & System Panels on PH Console

MEMO



Casco Bay Lines

Serving the Islands of Casco Bay from Portland, Maine



9335 – Ventilation Ducts in Battery Room



9336 – Ventilation Ducts in Battery Room

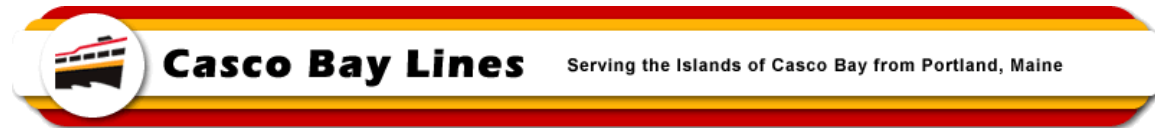


9337 – Doing Finish Work Around Cabin Windows



9339 – Doing Finish Work Around Cabin Windows

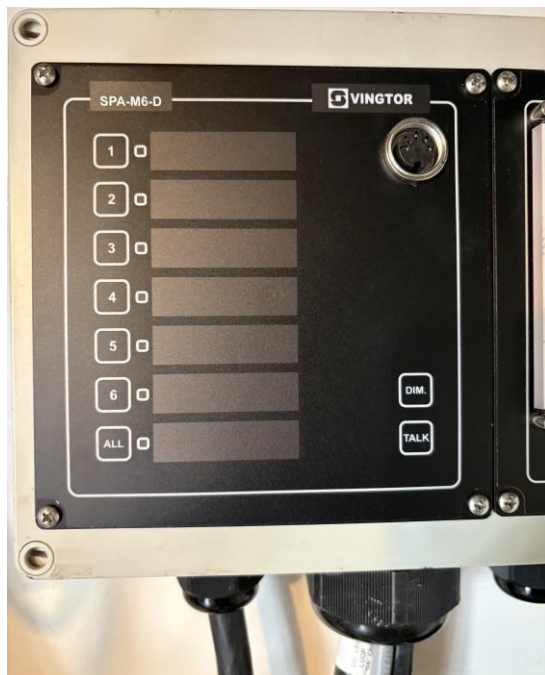
MEMO



9346 – Radars, Phone & Steering System Warning Panels in PH Console



9347– Typ. Communication Station throughout Vessel



9348 – Communication Panel



9350 – Air Handling Unit in Switchboard Rooms

MEMO



Casco Bay Lines

Serving the Islands of Casco Bay from Portland, Maine



9352 – Hydraulic Steering Unit in Lazarette



9450 – Aux Steering Wheel in Lazarette



9443 – VHF Radio in PH



9442 – VHF Radio in PH

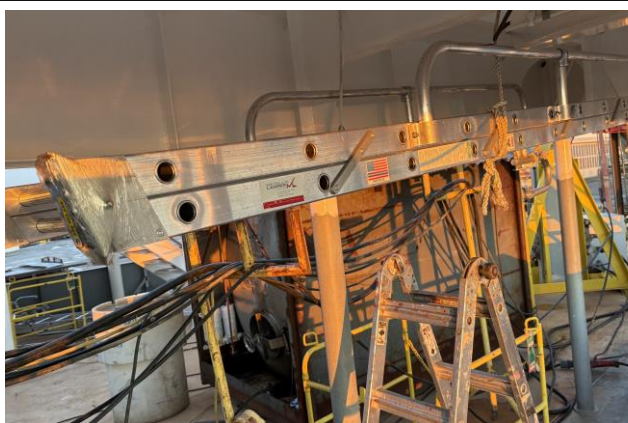
MEMO



9446 – Wiring for Controls on PH Console



9448 – Man-Overboard (MOB) Ladder



9447 – MOB Ladder Being Positioned for Storage



9490 – Installing Storage System for MOB Ladder

MEMO



Casco Bay Lines

Serving the Islands of Casco Bay from Portland, Maine



9451 – Shaft Guard



9452 – Grating Over Shaft



9453 – Muff Coupling



9454 – Restroom w/Most Fixtures in Place (Needs Soap. Toilet Paper & Paper Towel Dispensers as Well as Toilet Seat)

MEMO



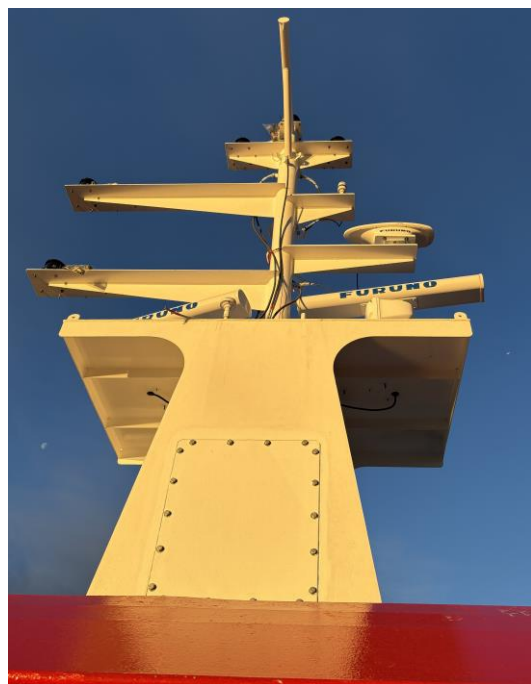
9455 – Fire Damper Location to Exhaust Trunk Shaft



9456 – CCTV Hub in Electronics Room

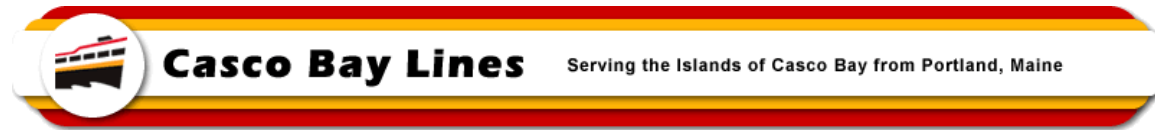


9457 – Propulsion Monitoring Panel



9458 – Vessel Mast w/Radar & Lights in Place

MEMO



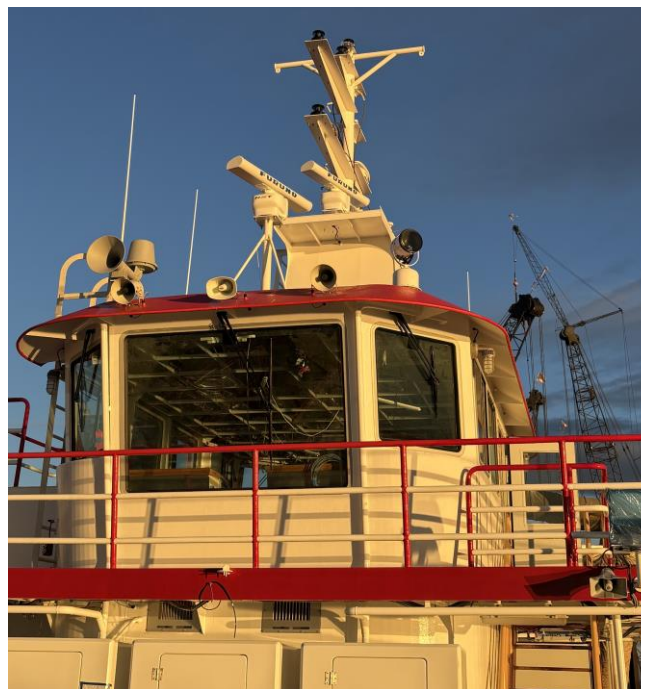
9459 – PH Roof w/Search Light & Speakers



9460 – PH Roof w/Radar & Loudhailer

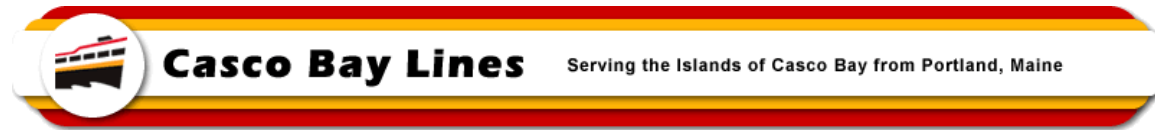


9461 – Access Point to PH Roof



9462 – Bow End of Pilot House (PH)

MEMO



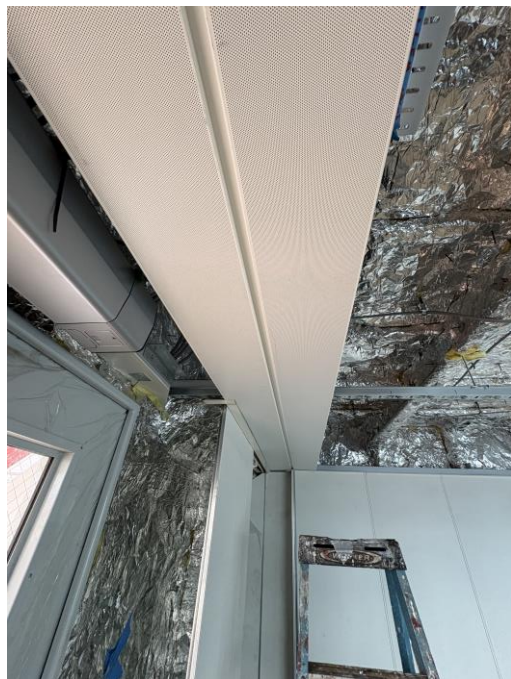
9475 – Ceiling Installation in Cabins



9476 – Ceiling Installation in Cabins



9491 – Ceiling Installation in Cabins



9492 – Ceiling Installation in Cabins

MEMO



9487 – Hydraulic Steering Unit in Lazarette-Painted



9495 – Expansion Tank w/Gauges & Site Glass

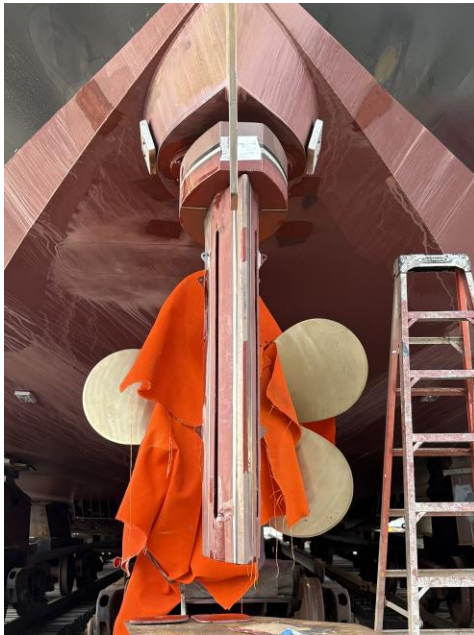
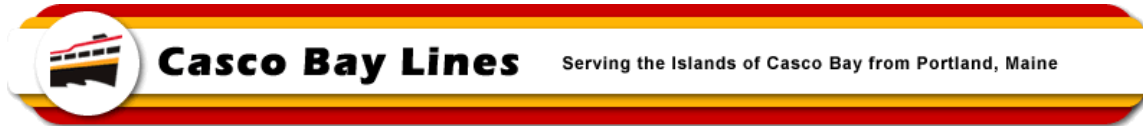


9498 – Temp. Access for Rudder Stock Assembly

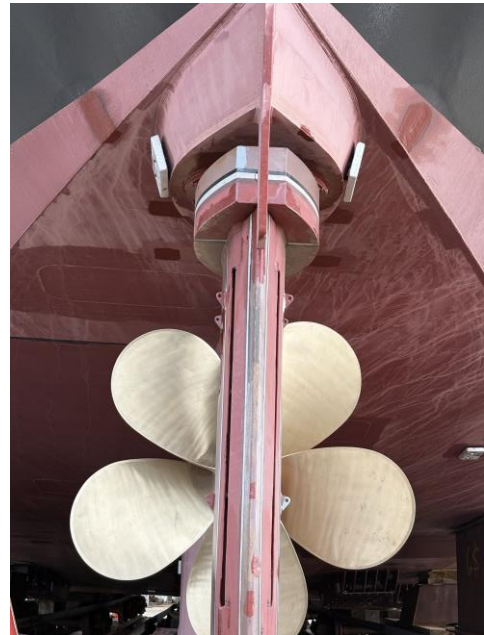


9499 – Rudder Stock Assembly

MEMO



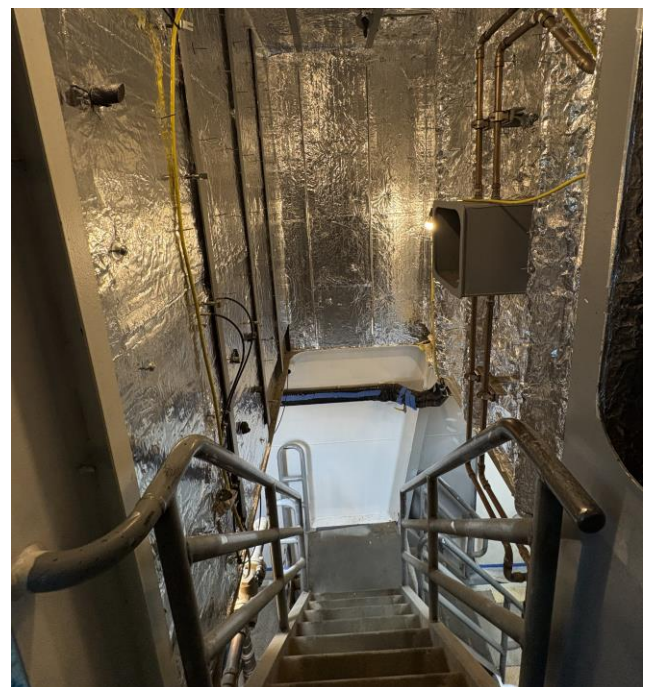
9500 – Rudder Installed w/Anodes



9502 – Rudder Installed w/Anodes

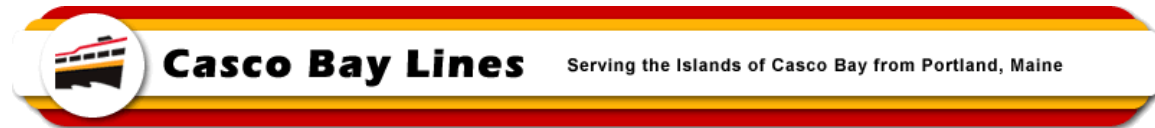


9508 – Typ. Steering Unit Control Panel



9515 – Access to Engine Room

MEMO



9552 – Crew Locker Room w/Lockers & Sink Counter



9553 – Crew Lockers

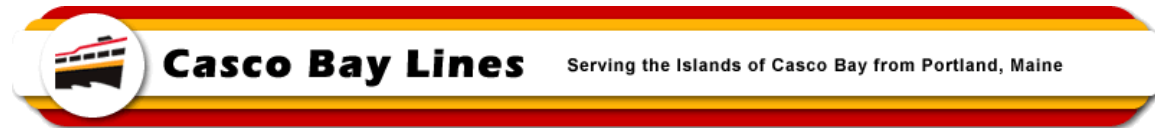


9564 – Typ. Locker Inside



9563 – Crew Locker Room Counter w/Sink

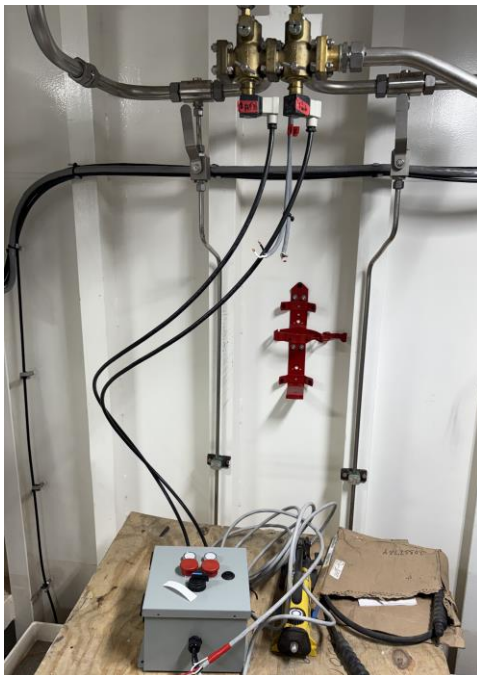
MEMO



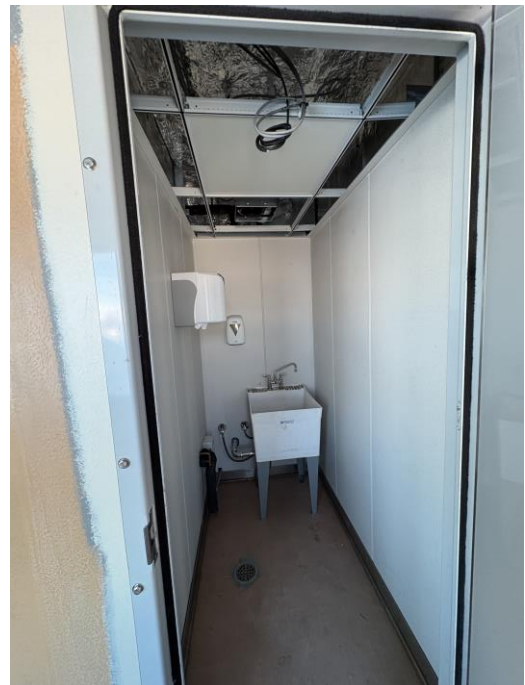
9565 – Cleaning Locker Port 01 Cabin



9585 – Battery for Ultra Fog Water Mist System
(Control are Covered w/Bag)

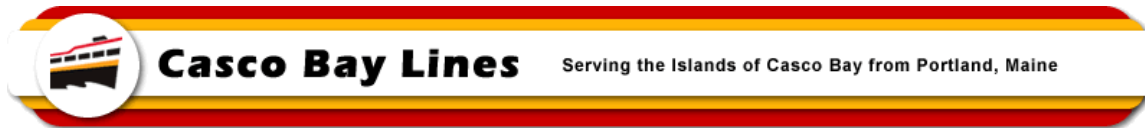


9586 – Test Set-Up for Water Mist System

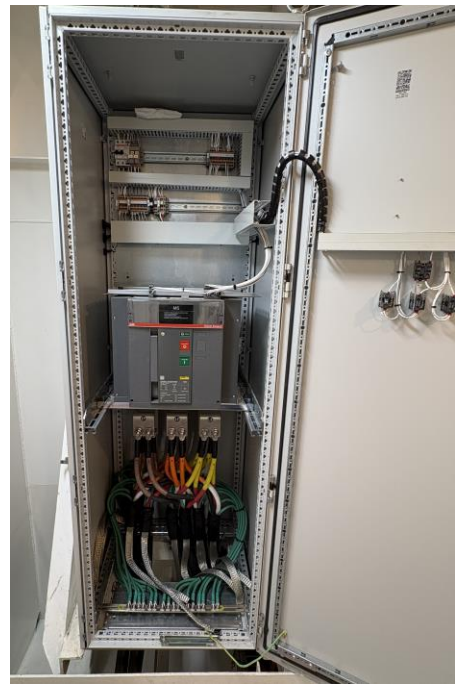


9588 – Cleaning Locker Space

MEMO



9590 – Typ. Wiring Connections



9591 – UPS Cabinet with Wiring Installed

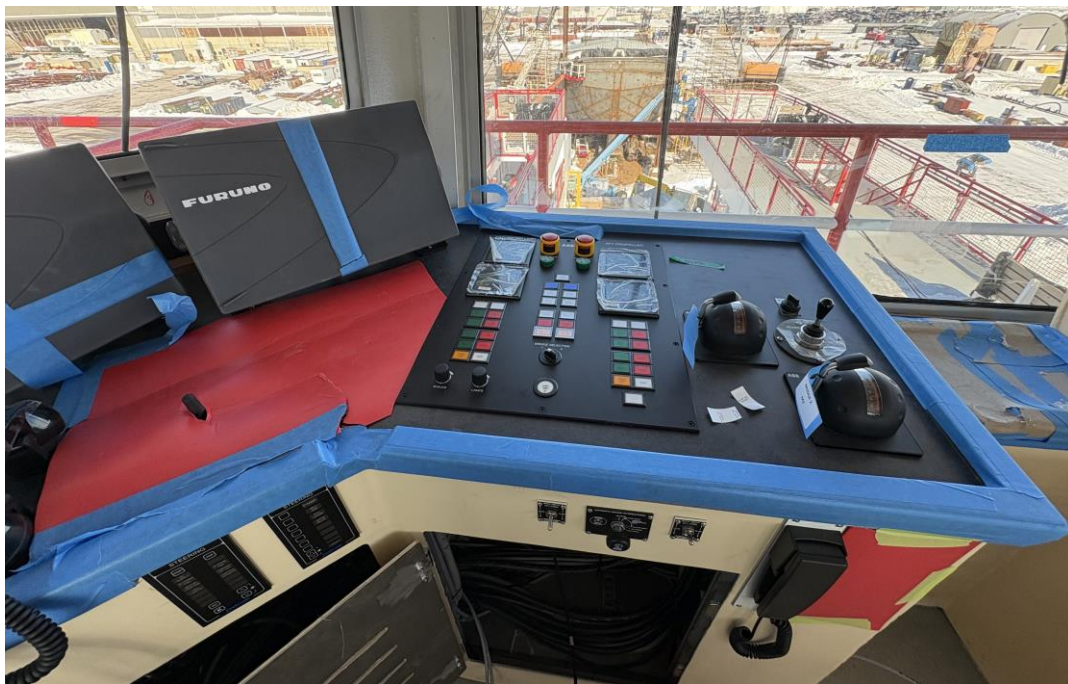
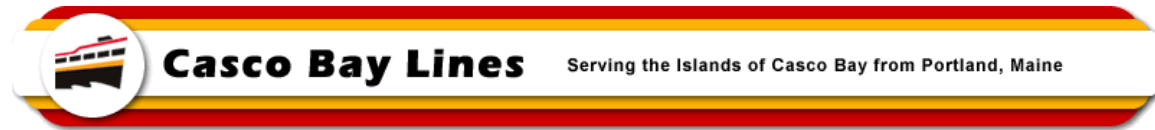


9592 – UPS Cabinet Door



9593 – View of Engine Room

MEMO

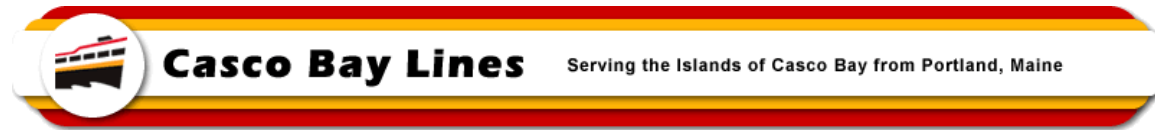


9594 – PH Console w/Controls in Place

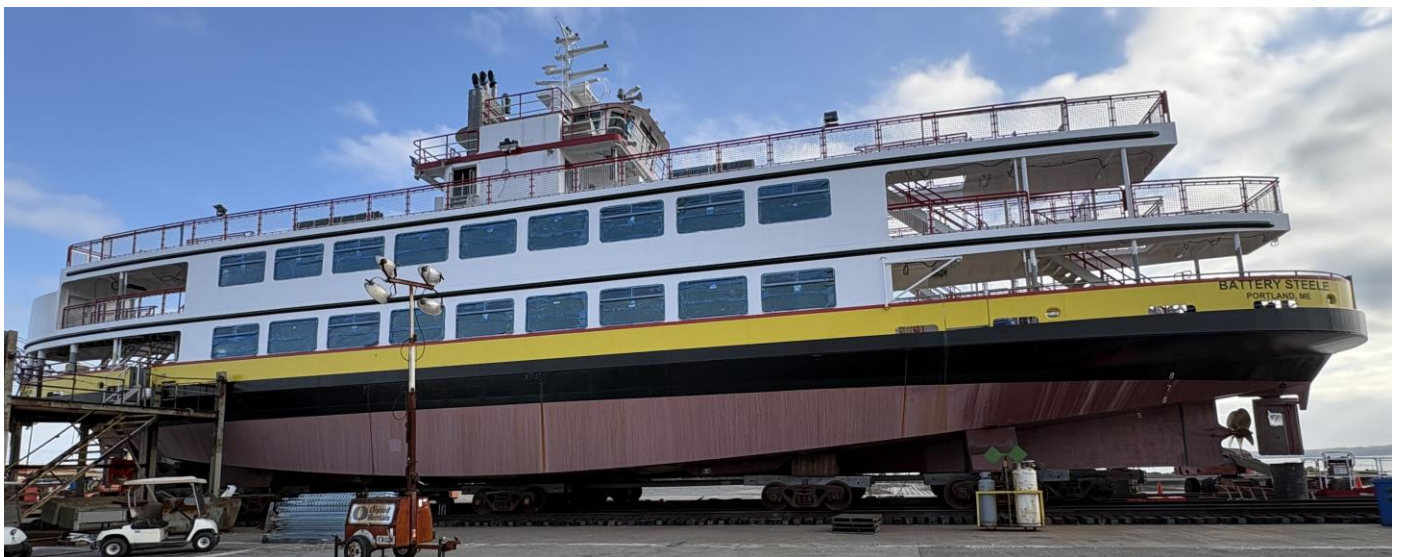


9595 - PH Console w/Controls in Place

MEMO



9306 – Port Side View of Battery Steele



9303 – Starboard Side View of Battery Steele