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ESCHELON™ - OCEAN CARGO BANK™

DOSSIER EXTRACTION

Eschelon™ -LLC

Ocean Cargo Bank™ - UB0

Deep Water Recovery [Ltd] - UBO

Ocean Cargo Recovery Partners Matrix™

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~ sgregory@elevatedhealthlife.com ~

FOUNDER – DISCOVERER – EXPLORER

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RECOVERY SHIPS - CREWS &

~ COMMODITY METALS - MARKET SHARES ~

QUESTION: How does your organization deal with the risks factors existing in cargo recovery operations?

With any project or venture there is always an element of risk; very definitely. However we use risk assessment systems run by competent people. Therefore, we are able to reduce any potential risk factors to levels that are deemed as low as reasonably able to be engaged. The following issues are considered during the 'CC-SUDL™ – Maximum risk assessment and risk avoidance processes...

- C – Concept for cargo recovery
- C – Cargo quantity, type and pro-forma value
- S – Specification of target, what type of vessel was it? Obtain all available general arrangement plans to aid in bullion stowage positions and assist with 'C' – Concept, as detailed below
- U – Uncover any previous salvage attempts whether successful or unsuccessful, and if unsuccessful then why
- D – Depth of target
- L – Location of target, with emphasis placed upon geographical, national / international and EEZ positions
- Ownership of cargo / hull. Who has jurisdiction? Cargo insured?

Once the target in question has been deemed as a viable option from the CC-SUDL™ system having been performed, then a survey is undertaken in order to fully comprehend the exact status of the wreck as it resides today. We are able to clearly understand the following key points by utilizing state of the art marine survey techniques ...

- The orientation and bearing of the shipwreck

- The current level of degradation of the shipwreck
- Assessment of all potential hazards identified on or around the shipwreck
- Any potential burial into seabed
- Identification of the bullion stowage area(s) and assessment of the equipment and methodology required for extraction of cargoes from within
 - The environmental conditions surrounding the shipwreck which includes seabed condition, currents, visibility & turbidity
 - Any previous salvage attempts
 - Weather conditions during survey period as they have cause and effect on the subsea conditions

With the CC-SUDL risk analytic, assessment & risk deflection systems we are able to fully assess the viability, operability and recover-ability of any given target. This allows for as low risk recovery process as is humanly and technologically possible. Logistics and operational costs are reduced to the most absolute minimum levels making for an easy going operations with optimal yield from the capital cost of investment and ongoing operations.

QUESTION: Does your organization have prior experience that will allow you to be successful?

The research department has been ongoing since the early to mid 1950's. The intelligence department has also been working since the 1950's and comprise a combined tight-knit group making up what amounts to a top tier intelligence operations pod which is impenetrable. We also deploy leap-frog, displacement technologies for ground breaking disruption moving out dated cargo recovery methods aside for optimal access and maximum yield. The comprehensive research, intelligence operating capacity, secured locked down archivist pods, technology integration and deployment of technology that provides optimal access with maximum impact on successful search – survey – recovery operations is inarguable. Operations personnel are exemplary and make up an inter-networked array of professionals who have worked in an extraordinary combination of all operations and human resources required for safe, dependable, successful, ongoing multi-year Cargo Recovery operations, including UN Navy Submariners, Divers and Deep Submergence vehicle Pilots.

A submarine operator working within this world-class group, is situated with qualifications in five different submarines including the World's Deepest Diving Submarine USS DOLPHIN. Mission control operations overseeing compartmentalized critical cells of security missions. Superintendent and offshore project management and at-sea management of recovery vessels ranging over 250 feet in length classified deep ocean search and recovery vessels, 230 foot search vessels, SMD NERUS work-class ROVs, Max Rover inspection and light intervention ROV and other sophisticated search and survey equipment.

The operations and management personnel are required by the nature of the description of successful Cargo Recovery operators character, to be top down professionals, easy going, diverse, multi-faceted and extremely knowledgeable in all aspects of shipboard operations for search and recovery of deep ocean shipwrecks including vessel management and husbandry, target development, search area development and coordination, side scan sonar operations, ROV and salvage operations, archaeology, data collection and storage, crewing, training and budget management.

Other qualifications held within the team are qualifications as DSV Pilot mastering the operation of 26ft., 30 ton Manned Deep Submergence Vehicles capable of attaining depths of 20,000 FSW

including mission planning, navigation, survey and inspection techniques, manipulators, various sampling arrangements and launch & recovery systems. One deck and wheel-house operations manager was part of the Navy team that helped to develop much of the technology and techniques used to find and investigate the **USS Thresher, USS Scorpion and RMS Titanic**.

Other responsibilities within the team include the comprehensive command over dry dock and repair periods for the ships, participation in RFQ/bid selection of work and contract negotiation phases and primary responsibilities as “Company Representatives” during execution and post completion phases of the work in dry dock including Change Order approval. Depending on the size and extensiveness of required repair in off season operations ship repair projects include capital expenditure of as low as \$1.5MM up over \$7.5MM.

Media and documentary credits are extensive. Many of the people working within the operations end of the Cargo Recovery Enterprise Levels, have been featured in National Geographic Magazine and many television documentaries including the Disney Channel's 13 episode series Treasure Quest. While conducting at-sea operations and dry-dock repair operations, personnel have co-led expeditions that discovered and salvaged or identified numerous shipwrecks of historical, archaeological and financial significance including: **SS Republic, Nuestra Senora de las Merquosa, Marquise de la Mornay, HMS Viacosta, the “Aquara”, five WWII German U-Boats, two WWII allied fighter planes, several Phoenician Wrecks, as well as the first complete video and bathymetric survey of the RMS Roselotia**. The water depths of these various wrecks ranged from several hundred feet to six thousand feet of seawater.

Over the last six to seven years, various parties to the operations decks have worked in the subsea gas and oil industry as Offshore construction managers and superintendents directing operations internationally for predominantly deep water (1,000 to 6,000 feet) field development, intervention and decommissioning using the state of the art FMC/Schilling UHD and HD ROVs.

Ocean to Ocean and world-side coverage in Cargo Recovery operations. Operations deck personnel have extensive experience in the Atlantic and Pacific Oceans; Mediterranean, Caribbean and North Seas; and the English Channel conducting both shipwreck and subsea energy operations. The above as described is only an extraction of the total capacity and capabilities held within this team and its depth and scope of our ability to assure optimal access for maximum impact relative to investments, timing and operational stability, thus providing the greatest advantages in wielding substantial returns and dynamic news worth events and strategically released announcements from successful Cargo Recovery operations.

As an aggregate the team has hundreds of years of cumulative extensive experience working on and managing far deeper projects than this intended commodity metals shipwreck recovery series in 2017 and have done so over decades of time. The operations Salvage Masters and Salvage Engineer stem from backgrounds in the marine gas & oil industry working on a global scale into large scale subsea engineering projects. The experience, practical successes, methodology and the ability to be highly adaptable to extraordinarily unique logistics problems and situations stem from all the many decades spent in similar environments.

Furthermore, the collective team and interconnected work group teams have a great deal of trial-and-error and algorithmic knowledge earned from being deployed on upscale, large salvage projects such as the well known ‘Kursk’ Russian Nuclear Submarine recovery. This intensively involved managing and dealing with the recovery of the unfortunate mariners that perished in the catastrophe and preparing the submarine for the eventual recovery to surface.

Also, further members of the team have worked with the United Kingdom’s Ministry of Defense on recovery projects involving the recovery of downed aircraft. They have worked for private businesses

for the recovery of fallen commercial aircraft. And more related to the projects upcoming in question, the combined team has an incredible wealth of experience over the last 35+ years in the research, in the intelligence operations of moving vast quantities of information and collating into useful cargo recovery knowledge, *in ongoing decades of successful cargo recovery* ...in recoveries from commodity metal carrying shipwrecks. Past recoveries over the last 35+ years have been in waters far deeper than what is intended on this initial 2017 cargo recovery event horizon.

QUESTION What credibility does the shipping provider have?

Our preferred contractor for the provision of salvage vessel, crew and equipment provided with it, is brought forward from the reality that these contractors are arguably the most technically advanced company and have the specific professional attributes for the 'vessel deployment aspects' that exist today in the world for deep water search and salvage cargo recovery operations. They provide state of the art salvage ships that are dynamically positioned, operated and managed by highly experienced and well motivated crews operating tested, tried and true recovery equipment. Forming part of the global 'Ocean Going Commercial Vessel Platforms' group, as well as many other projects they have successfully conducted recoveries of 110 tonnes of silver bullion on behalf of world wide fame (intelligence files disclosed at our "Table Top Sessions" within our Eschelon Enterprise Retreats) or in Cargo Epos Maritime on the SS Mariposa in ultra-deep waters of 4700 meters and 3700 meters respectively. Recovery of artifacts on behalf of Deep Ocean Water Recoveries was from a shipwreck in 3300 meters, involving the finding and recovery of the black box flight recorder from a major Airline disaster off the west coast of Central America in 3000 meters + of water. More recently they undertook the search for and recovery of the NASA Apollo 12 G3 engines from the bottom of the Atlantic Ocean on behalf of a multi-billionaire (identity and proper names are encrypted within Eschelon™ archives) and are disclosed only at and through our Elevated Enterprise Retreat™ sessions.

QUESTIONS What criteria do shipwrecks have to meet, prior to salvage?

Using comprehensive risk analytic and risk assessment process:

- First of all to properly assess a recovery site and especially a sequence of consecutive recovery sites, begins with a high level of lengthy research while identifying the providence of any given suitable cargo on board. The cargo must have a value that far outweighs any of the actual cost involved in the particulars of the salvage. The geographic location of the marked target(s), is a primary consideration as known GPP or Position Approximate (PA), depth, governed waters and environmental conditions must all be prioritized and equally considered.
- Secondly, ownership of the cargo must be accurately identified. In the instance of Eschelon LLC – Deep Water Recovery™ [Ltd] we understand that the UK Government are the rightful owners of the *certain particular* 'goldship' cargoes which they paid for under the Insurance War Risk Program (IOWR) at the time of loss. Even more interesting to our organization is that we also understand that they are not the owners of the wide spread array of easily accessible sunken Commodity Metals Cargo shipwrecks we have identified as 'the low slung fruit'.
- Thirdly we look for other known high value shipwrecks in close vicinity to the first target; as our database of targets is vast we are always able to do just this. The reasoning behind this is due to what Eschelon™ - Deep Water Recovery™ [Ltd] Ocean Cargo Recovery Partners Matrix™ call the 'Cluster Principal'; whereby a 'cluster' of shipwrecks in close locality allowing for just one mobilization survey with recovery campaign during just one expedition to fully reduce the risk factors in the unlikely circumstance that one of the shipwrecks is too cumbersome or impossible to work over for whatever reason.
- Fourthly, in following on from this third point of reference, we move in planned steps to conducting full survey operations on any given cluster. This comes to a detailed, in-depth

process of identification, inspection and location, of each targeted ship wreck within the cluster. We only deploy proven crews on stable ships. To document all of this we only deploy state of the art equipment allowing for detailed primary photography as major arts and documentary cinematography in HD along with dual head multi beam scanning with acoustic cameras so as to be enabled in building 3D computer based models of every target. For each part of every target, we deploy pin point navigational plotting. Wherever possible artifacts are recovered in order that they are 'joined or integral into' the target.

- With all the above in place, Eschelon™ - Deep Water Recovery [Ltd] Ocean Cargo Recovery Partners Matrix™ builds individual shipwreck document files including all of the Company research and also the proof of ownership, procedural documentation and method statements as to *how we intend to conduct the project for optimal access and maximum impact (highest yield)*.

QUESTION What's involved in a shipwreck survey?

In most instances Eschelon™ - Deep Water Recovery™ [Ltd] Ocean Cargo Recovery Partners Matrix™ has the GPS positional data for the intended shipwrecks, thus allowing our organization, to navigate directly to every site and set about sustained, effective operations. However, whereby we have the approximate sinking position only, certain future intended shipwrecks have only what we refer to as 'Position Approximate' (PA) data. To alleviate that issue the operations team of professional surveyors actually lay a target grid over the PA coordinates. They utilize either an Autonomous Underwater Vehicle (AUV) or aside-scan SONAR (SSS) to sweep the grid until the "Position Approximate" shipwreck is identified. Remotely Operated Vehicle (ROV) is used to conduct the initial visual survey

This pertains to conducting an absolute 360° video survey of the targeted wreck site. In doing so we identify hazards like trawler nets. We then plot exact points around the target using a system called Ultra Short Base Line (USBL). This permit for exact easting & northing positions to be acquired for any individual position or object of interest we see fit. Dual head multibeam scanning is then undertaken. This involves reflecting off the target using pulsing acoustic (sound) beams and receiving the beams back in, to generate an exact 3D CGI. Then, we are able to accurately measure and manipulate everything about the wreck site within the advanced software system. In doing so, we're able to overlay the measurements against the original vessel plans to completely satisfy our groups inquiry of the precise correct target identification.

MULTIBEAM IMAGE OF A SHIPWRECK

We observe closely for any evidence and information of past salvage attempts on each target. In the unlikely event any is found we insure that no bullion stowage areas were compromised. Environmental data is recorded. Any subsea currents, sea state, weather conditions and seabed conditions including tides. This information collectively forms a valuable part of the cargo recovery procedure process.

Positional data is recorded to advise us as to the shipwrecks heading. This is important as we must have a clear understanding of the port, stern, bow and starboard positions in order so that true identification of bullion stowage locations are able to be correctly plotted. Further identification by recovery of identification of the ships name on the hull and items such as a ships bell (with ships name) is also undertaken but sometimes not always successful. Positional data is recorded to advise us as to the shipwrecks heading. This is important because we must have a clear understanding of the stern, port bow and starboard positions in order that true identification of the bullion stowage locations be correctly plotted.

A complete dossier is compiled upon each individual survey undertaken. 3D scans are printed and included. All video data is compiled into black and white and color, as well as SONAR views. And all video footage can be paused at any location the viewer deems. This allows for all coordinates to be displayed giving the exact position on the shipwreck the footage relates too.

QUESTION How do you salvage cargo from a shipwreck?

What will occur during the survey stages is that each shipwreck must be decided upon relative to its own merit. This gives our organization a complete understanding of the precise and current status of the wreck. For example, if any sinking into the seabed has occurred, what level of destruction was caused during the sinking, how it lays on the seabed, accessibility to the bullion storage location within the target, what level of structural degradation has occurred since the sinking, the seabed make-up (sand, mud, silt etc.), water conditions such as subsea currents, tides and other cargo that might be an interference to be able to gain access to the valuable cargo (this is known as the over burden).

A detailed and extensive 'Salvage Overview Document' forms part of this entire procedure which is contained within all of the project due diligence. However extensive that is, it can be considered that the following is a basic requirement for salvage operations...1. Dynamically Positioned (DP) salvage vessel in the locality of 90 – 120 meters overall length. The DP capability of such a ship allows for pin point positioning over the shipwreck. 2. Pin point positioning is accomplished from all of the computerized referencing of positional systems such as satellites, DGPS and seabed positional beacons. 3. This type of advanced salvage vessel would have a cost value in the region of \$150,000,000 to build and be outfitted in its entirety, fully rigged and equipped ready for operations!

PLACE PICTURE of TYPE of SALVAGE VESSEL HERE

Work Class Remotely Operated Vehicles (WROV) are deployed from the salvage vessel and are remotely guided to the shipwreck upon where they are able to undertake a multitude of tasks. Vehicles are equipped with acoustic cameras that allow for real time visualization of operations even when normal vision is obscured due to turbidity and darkness.

PLACE PICTURE of WORK CLASS ROV HERE

Work Class ROV.

Salvage equipment is variable depending upon the individual shipwreck and what is required for access, however the following would all be considered... 1. Hydraulic shears – used for cutting shipwreck structure and beams, they have a closing force of 2500 tonnes and can cut beams to a width of 1 meter at a time. 2. Vessel crane with lifting capacity in the region of 100-250 tonne Safe Working Load. 3. Crane equipped with Active Heave Control (AHC) and as such allows for safe controlled work on or around the shipwreck during periods of high swell. 3. Deck plate removal tool – allows for the gripping, pulling and removal of a shipwreck decking (not unlike removing the lid from a can of beans). 4. HP water jetting – running at pressures of 18000 PSI and controlled via a WROV, the jetting system can easily cut through plate and steel beams as required. (We have first-hand experience of these systems as they were utilized to gain access to the interior of a very well know submarine recovery) 5. Dredging systems – are also controlled by the WROV and can remove silt, debris and seabed at a controlled rate in order to give access to further cut locations or indeed the cargo itself. 6. Grabs – hydraulically operated 'octopus' grabs of varying volumes are utilized for the removal of cut sections of hull and superstructure, removal of overburden and where required the extraction of cargo from a shipwreck hold. 7. Recovery baskets – cargoes are deposited into secure recovery baskets and recovered to surface prior to being passed to our archivist's who then commence the cleaning, data inputting and storage of all items recovered.

QUESTION So what exactly are the shipwrecks within this project like?

At the time of the World Wars, the UK Government was moving so much gold that it was impossible to

move it all on HMS war ships. Instead commercial vessels were commandeered by the government as an aid to ship globally. Indeed, it was the commercial freighters and liners that undertook the majority of the shipments due to the fact that HMS vessels were engaged in military operations. The cargo liners, though small by today's standards, were classified as large ship liners back in the day. These liners had space for many hundreds of passengers classified as 1st, 2nd and steerage class.

The vessels were mainly built in the UK by reputable companies; steam powered and had made the same journeys on many occasions. Most were carrying gold prior to their eventual demise. In the archives through diligent work and research by many researchers combined files, we have obtained documents such as detailed builders plans and yard reports developed at the time of their construction. There are many images showing the grandeur and the state of the vessels before their loss.

Along the research pathways there has been obtained the official inquest reports referring to their losses. These include written survivor accounts of the sinking's (including the preferences of the ships Captains) and also as further more relevant information that has helped our organization tremendously in building various plans for recovery.

QUESTION Do you need permits or environmental studies before salvage can commence?

The shipwrecks are in open water out-with any territorial limits. Although the vessels and cargoes are predominantly owned by the UK government, they do not issue salvage permits currently, therefore recoveries fall under the International law of salvage.

The wrecks pose no environmental danger because they were not fueled by today's methods of fuel oil; instead they were steam powered through burning of coal on board. Any other fuel and oil spills from the shipwrecks cannot happen. The reason for this is that the liquids turn to jelly like compounds over the years of time. That jelly like compound has washed away and dispersed and dissipated into the ocean. The only requirement is a pollution response contingency procedure which is already in place.

QUESTION Many salvage projects have failed to make a profit, what makes this project different?

Over the decades, there has been a history of long run unsuccessful salvages expeditions; these have mainly been "treasure" type salvages. The location of the wreck has always being the first main challenge. (The infamous Mel Fisher took 10+ years to find the Atocha off the Florida Keys).

Government intervention over ownership is a main concern also. Such as the 2007 Capstan Marine project with the Gold Eagle wreck and the Spanish government has ended badly for Capstan Marine. Eschelon - Deep Water Recovery [Ltd] Ocean Cargo Recovery Partners Matrix is not seeking "treasure" wrecks, Period. Instead we are only focused on and interested in more modern day commodity wrecks. These have already been located through the in-depth research and through the previous successful Cargo Recovery operations of those recovery operators who stood steady over 40 years of previous recovery operations of their prior commodity metal ship wrecks maps we researched.

Advances in subsea related technology which came about through the marine oil and gas industry have been adapted to suit salvage requirements, which when coupled together with the unique research allows for efficient recovery operations.

QUESTION What if you're caught in bad weather?

'Weathervane' is a weather risk assessment system that we utilize to conduct weather risk assessments. This provides for us 20 years of historical meteorological data. The data is for any given coordinates in the ocean such as swell periods, sea states, direction, currents and wind speeds. This permits us to determine the best time of year to undertake survey and salvage operations. The system also advises on the best size and caliber of vessel to use so that we are able to operate most efficiently and most safely.

The vessels are designed to hold station and operate in high seas due to their unique propulsion and anti-roll systems, and for the majority of the time we are on site during the high season we will

continue operations around the clock despite the weather conditions. Whilst on site, we monitor the weather conditions from the survey and salvage vessels 24/7 through at least two different online meteorological systems, furthermore we are provided with 12 hourly updates from the UK Met Office for the given coordinates we provide them. However, should we forecast weather beyond the limitations of the vessels we will temporarily leave site and shelter at the nearest landmass or port, invariably no more than 8-hour transit from the work site.

QUESTION What if the salvage equipment breaks down?

Having years of experience in similar operations the team is fully aware of any potential failures of the salvage equipment. Therefore the team carries a large inventory of spare parts on board the salvage vessel. All vessel at-sea repairs are controlled by highly experienced technicians which allows for immediate on-site repairs should the need arise. To reduce the risk of redundancy in our most widely utilized equipment, especially the work class ROV, the team operates a full 100% back-up system. This system is ready to dive at any time while the first system is either being repaired or undergoing maintenance.

All lifting equipment onboard is controlled by the Lifting Operations Lifting Equipment Regulations (LOLER 1998 / SI 2307) and therefore fully certified fit for purpose and regularly maintained through the on board maintenance system. All equipment on board falls under the Provision & Use of Work Equipment Regulations (PUWER 1998 / SI 2306) thus ensuring it is certified fit and safe for use. Furthermore,

QUESTION How are you going to counteract potential piracy or terrorism?

Piracy and terrorism is deemed as little or no threat within the region we initially intend to operate (North Atlantic). That said, due to the nature of our operations this cannot be entirely dismissed. As a counter measure as well as to comply with international shipping law, all of the salvage vessels we operate come under the International Ship & Port Security (ISPS) system. Implemented by the IMO the security system operates on 3 increasing levels as follows:

Security Level 1: Low Risk. This is the level of threat at which port facilities and ships will normally operate. This means that minimum security measures shall be maintained at all times.

Security Level 2: Medium Risk. This security level applies in circumstances where there is a heightened risk of a security incident; this means that additional protective measures are to be maintained for a period of time.

Security Level 3: High Risk. This security level applies in circumstances where there is an exceptional risk of a security incident.

Before leaving the dock, the salvage vessels have already undergone security assessments. They must carry a full time security officer on board at all times. This security officer monitors both any potential threat to the vessel and also implements procedural security measures as they are required. Moreover, once the team commences on the recoveries of cargoes the security team on board is set to be upgraded with a further team of professional security experts covering 24/7.

QUESTION How do you uphold security onboard?

Eschelon™ – Deep Water Recovery™ [Ltd] Exploration have no intentions to utilize divers for the recovery of cargoes, instead we intend to employ sophisticated remote control robotics operated from the control rooms of the salvage vessel. Quite simply, every action that is undertaken on or around the shipwreck is filmed and recorded on a black box recorder system; the cargoes are then recovered to the deck of the salvage vessel by means of a crane hoisting the goods in a secured cage, and met by an Eschelon™ – Deep Water Recovery™ & its Strategic Venture Partners representative who will take stock of the recovered goods.

Again, all actions on board are covered by a 24 hour CCTV system and recorded for future scrutiny should the need arise. All recovered items of value will be photographed and logged into a digital database before being moved into locked secure facilities below decks on the salvage vessel.

Eschelon™ – Deep Water Recovery™ & its Strategic Deep Water™ Venture Partners Matrix of secured, interlinked operations & logistics, will be employing the services of a highly reputable and professional sub-contractor for the supply of salvage vessels, equipment and personnel to undertake the operations.

Each person on board is qualified and considered professional and operates under a code of practice that if they are un-beholding to can lead to their instant dismissal from the vessel and potentially their company. The Captain of the salvage vessel has the right to perform baggage checks on all persons both boarding and departing the vessel if he sees fit, or by request of the Eschelon™ - Deep Water Recovery™ [Ltd] Ocean Cargo Recovery Partners Matrix™ representative on board at the time.

With the above measures in place Eschelon™ – Deep Water Recovery™ and its investment and business interests alike are reassured that on board security will be kept at the highest level at all times, whilst also allowing for a pleasurable work environment for the rotating crews and captains on board. Crews must work the recovery vessel and its gear 24/7 while at-sea, to maximize yield during the most best weather conditions during Cargo season periods.

QUESTION What is the law pertaining to war graves?

Under international law, there is no idea or concept of “war graves”, and hence automatic security from salvage operations is not afforded to “war graves”.

Certain shipwreck sites, under English law may be designated as “protected places”, i.e. under the Protection of Military Remains Act 1986. This Act comes with restrictions placed on interfering with those sites. Nevertheless, these shipwrecks need to be specifically selected or designated. They are mainly located in UK waters. Although it is affirmative for some sites in international waters containing UK shipwrecks to be protected, with UK vessels and UK nationals forbidden or prohibited from operating on these as protected places without approval and even 'permit'; it is confirmed however, that from a legal position this does not apply to the particular wrecks our organization has identified because they all have a domicile in international waters past the UK territorial boundary.

There is however a standing moral obligation in handling and managing with such sites that could be advised on as “war graves”. The sanctity of any given specific ship/wreck site described as a “war grave” has to be 'by rights' considered in the preparation, planning, provisioning and carrying out of a salvage operation of that nature. The ship/wreck site must be therefore treated with dignity, respect and sensibility before, during and after the operation, with proper archaeological procedures, protocols and measures and precautions put into place. Befitting forethought and attention must also be taken to preserve the ship/wreck site’s status as a “war grave”.

With the above in mind, Eschelon™ - Deep Water Recovery™ [Ltd] Ocean Cargo Recovery Partners Matrix™ of the various interlinked contracted individuals, contracted company units and Eschelon™ affiliate companies involved, will treat all shipwrecks and their surrounding sea-bed and geographic location areas with the utmost highest level of respect at all times.

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