

# 2017 Special Category Grant Application

**Temporary Application #:** SC17\_1401

**Name Organization's Chief Officer:** William M. Barry

**Title of Organization's Chief Officer:** Chair

**Submitted On:**

**Submitted By:** Dolan-Heitlinger, John

## Application Review Overview:

Grant Applications are reviewed annually and ranked in a public meeting by the Florida Historical Commission. All grants are awarded by the Secretary of State, based on the recommendations of the Florida Historical Commission and funding appropriated by the Florida Legislature.

## Special Category Grant Guidelines

For additional information regarding the grant program, the requirements of the program and definitions, please refer to the Special Category Grant Guidelines available at the Division of Historic Resources web page <http://dos.myflorida.com/historical/grants/>

## Application Limitations:

Applicants may have no more than one (1) previously awarded Special Category Grant open at the time of application. Applications from applicants with more than one open Special Category Grant shall be declared ineligible and such applications shall be returned to the applicant.

An applicant from the same organization may not submit more than one Special Category Grant application under a single application deadline. State agencies, county or city governments, or universities may submit single applications from more than one division or department during any grant cycle provided that those divisions or departments are separate and distinct budgetary units and provided that the applications do not address the same facility, project, or site.

## 1. Application Organization

Enter the full name of the applicant organization. Please note that there can only be one applicant organization per application. For Non-profit Organizations, provide documentation of non-profit status in Attachment I.

Schooner Western Union Preservation Society (SWUPS)

## 2. Project Category

Select the project category for which grant funds are requested. If you are unsure of which category to select, please refer to the definition at the right of each project category.

### Development Projects

*Development activities for historic properties (e.g. buildings, monuments, structures, ships, railroad locomotives and rolling stock, etc.) including restoration, rehabilitation, preservation, reconstruction, and site-specific planning for these activities.*

## 3. Project Title and Location Information

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The title should reflect the name of the property, area, museum, or exhibit, and the goals of the proposed project. The title should be consistent with previous applications/awards. (For example, Smith House Rehabilitation, South Mill Archaeological Excavation, etc.)

### a) Project Title

Schooner Western Union Restoration

**b) Name of Property (if applicable)**

Schooner Western Union

**c) Street Address**

201 William Street

**d) City**

Key West

**e) Primary County**

Monroe

For locations without a street address, provide the USGS 7.5 Minute Quadrangle Name and the Township, Range, and Section coordinates in this section. To determine Township, Range and Section, at least one of the following is needed: property tax appraisal number or latitude/longitude coordinates for the property. For information and assistance, visit

<http://dos.myflorida.com/historical/preservation/master-site-file/> or contact the Florida Master Site File by phone at 850.245.6440 or 800.847.PAST.

**f) USGS Quadrangle Name**

**g) Township**

**h) Range**

**i) Section**

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**4. Amount Requested and Match Pledged**

Enter the amount of grant funds being requested and the amount of match. The maximum request amount for a single application is \$500,000; the minimum request amount for a single application is \$50,000.

The match requirement shall be the greater of \$50,000 or 50% of the requested grant amount. Applications for projects in REDI counties and REDI communities may request a Reduction of Match Requirements.

*Please note that the required match contributions must be composed of at least 25% cash, and all match must be properly documented. The applicant shall be required to document the availability of funding sufficient to complete the project if completion requires more than the amount of requested grant funding.*

The amounts listed in a) and b) below must equal the totals listed for Grant Funds and Match Value under Project Budget. A detailed description of the applicant's match must be addressed and documented confirmation of match must be included. See [Guidelines](#) for documentation of match.

**a) Amount of Grant Funding Requested**

\$500,000.00

**b) Match Amount**

\$250,000.00

## 5. Payment Schedule

Select the schedule by which grant funds will be disbursed should the project be funded. If you have questions, please contact the grants staff for more information.

**Advanced Disbursement**

*The first payment will be an advance in the amount of 25% of the grant award. The subsequent payments will be cost reimbursement.*

## 6. Rural Economic Development Initiative (REDI) Match Reduction Request:

Applicants for projects located in counties or communities that have been designated in accordance with Section [288.0656](#) and [288.06561](#), Florida Statutes, may request a reduction of match to **10% of the requested amount.**

[Am I a REDI Community?](#)

No

## 7. Project Description

In the space provided below, briefly describe the scope of work for the project for which funding is requested. Indicate how you intend to use the funds requested and the required match, describing each of the major work items involved and what the end product will be. **NOTE: Do not use this space to describe the history or historic significance of the property or properties. This information should be recorded as part of the response to Question 20, below.**

This is the second of a two-part, \$2 million (8-yr.) major restoration project of the 76-yr. old (wooden ship), the State of Florida & City of Key West Flagship, the schooner Western Union.

The first phase emphasis was below the water line and was performed during 2009-11.

Upon completion in April 2011 a temporary 18-mo. United States Coast Guard (USCG) Certificate of Inspection (COI) required for passenger sailings was issued.

The second phase must now be completed to make major necessary repairs and replacements that can no longer be deferred above the water line -- and necessary to receive the USCG COI required to resume passenger sailings aboard the State & Key West Flagship.

The schooner Western Union restoration work will be performed at MarPro Maine Services LLC, Tarpon Springs Boat Yard, 1082 Island Ave., Tarpon Springs, FL 34689; Anestis Agapiadis, General Manager & Yard Commercial Superintendent.

The restoration work will be headed by MarPro's Master Shipwright, George Georgiou, with over 40-yrs. experience specific to restoring (and building) similar large wooden vessels.

A multi-generational Tarpon shipwright family, Mr. Georgiou's father owned the Tarpon Boat Yard where he grew up in the business. Mr. Georgiou employs three other senior shipwrights each with 25-30-yrs. experience.

Two years ago, MarPro Marine acquired the Tarpon Boat Yard and has completed a modernization and expansion of what is one of the oldest boat yards in the Tampa area.

Operating since 1956, the yard is located 120 ft. across from the historic sponge docks of Tarpon Springs where the State Flagship restoration can be viewed and photographed by the general public visiting the sponge docks.

The boat yard has newly installed large cranes and a marine vessel haul out railway that can accommodate ships up to 185'x40'. The State Flagship is 130'x24'.

MarPro desires to be the boat yard to restore the Official State of Florida & City of Key West Flagship, the schooner Western Union.

MarPro and has been very accommodating and generous in their pricing and has provided the most competitive bid. Further information on MarPro is on their web site: ([www.MarProGroup.com](http://www.MarProGroup.com))

Upon completion of the MarPro restoration work and issuance of a USCG COI, Florida's (only) State & Key West Flagship will be returned to service performing memorable sunset sails & wedding charters for tourists and residents in the waters of Florida Keys Natural Marine Sanctuary that surround Key West.

Once sailing, Florida's State Flagship will reach out to the Sea Scouts of the Florida Keys and around the nation, the Florida Keys Community College and other similar organizations towards establishing youth educational sailing and on-board hospitality training and curriculum programs aboard the schooner.

#### PROJECT ELEMENT ENTITY RESPONSIBLE

Contract MarPro Marine Boat Yard, Tarpon Springs, FL Schooner Western Union Preservation Society

Sail ship from Key West to Tarpon Springs Schooner Western Union Capt. & crew

Haul out ship on boat yard rails MarPro Tarpon Boat Yard

Hull: clean/inspect/needed repairs MarPro Tarpon Boat Yard

Main Deck: remove/repair/replace MarPro Tarpon Boat Yard

Engine Room: Replace (2) engines & associated systems MarPro Tarpon Boat Yard

Mast/rigging/sails/deck structures: remove/repair/replace MarPro Tarpon Boat Yard/SWU crew

Paint/varnish ship MarPro Tarpon Boat Yard/SWU crew

Receive USCG Certificate of Inspection (COI) Permit United States Coast Guard

Sail ship from Tarpon Springs to Key West Schooner Western Union Capt./crew

## 8. Major Elements and Responsible Entities

For each of the major work items listed above, describe the **major elements** of the project and indicate the **type of entity** (.e.g., consultant, in-house personnel, volunteers, general contractor) responsible for each project element.

Major Project Elements	Entity Type Responsible
1 Prepare for voyage to Tarpon Springs	SWU Captain and crew
2 Sail ship from Key West to Tarpon Springs	SWU Captain and crew
3 Haul out ship on boat yard rails	Marpro Marine Services LLC Boatyard
4 Hull: clean/inspect/needed repairs	Marpro Marine Services LLC Boatyard
5 Main Deck: remove/repair/replace	Marpro Marine Services LLC Boatyard
6 Engine Room: Replace (2) engines & associated systems	Marpro Marine Services LLC Boatyard
7 Mast/rigging/sails/deck structures: remove/repair/replace as needed	Marpro Marine Services LLC Boatyard & SWU crew
8 Paint/varnish ship, recertify or replace life rafts	Marpro Marine Services LLC Boatyard & SWU crew
9 Receive USCG Certificate of Inspection (COI) Permit, update stability letter	US Coast Guard
10 Sail ship from Tarpon Springs to Key West	SWU Captain and crew

## 9. Tentative Project Timeline

Please specify the project start and end month and year below, indicate all major elements of the project for which funding assistance is requested (see your responses), the anticipated time required to complete each of the project elements and the planned sequence of these activities. Starting Date is the project start date.

**Projects must be completed. Projects shall begin no earlier than July 1, 2016 and must end no later than June 30, 2018.**

Project Activity	Starting Date	Ending Date
1 Key West to Tarpon Springs Marpro Boatyard voyage, purchase new engines	July 2016	August 2016
2 Haul out of the schooner and hull scraping and cleaning, fire pump system ordered	August 2016	August 2016
3 Hull repairs and bilge cleaning	August 2016	September 2016
4 Deck dismantling, repair and reconstruction	September 2016	October 2016
5 Below decks repair, engine replacement, fire pump system installation	October 2016	November 2016
6 On deck repairs and reconstruction, sails ordered, woodwork refinishing	November 2016	January 2017

7	Masts and spars repairs and derigging, woodwork refinishing, recertify or replace life rafts	November 2016	January 2017
8	Re-rigging including new sails, woodwork refinishing	January 2017	February 2017
9	Preparation for return to Key West	February 2017	February 2017
10	Return voyage to Key West	February 2017	February 2017

## 10. Public Awareness

Describe project-related activities that will increase project visibility and further the objective of improving public awareness of the project's significance and the importance of preserving your property (if applicable) and other historic properties in your community. *Such activities may include but are not limited to: a series of press releases describing your preservation or exhibit project and its progress, or a public open house at the site of a major archaeological excavation.*

Similar to the first restoration phase, monthly press releases with photographs will be uploaded to the state Flagship's web site: ([www.schoonerwesternunion.com](http://www.schoonerwesternunion.com))

The site will be one resource for media and the public to monitor the progress of the restoration.

Press releases will also be directed to Andy Newman, of Newman PR, who has spearheaded the Social, Media & Marketing relations initiative for the Florida Keys & Key West tourism council for 35-yrs.

A Letter of Support is included in this application from Mr. Newman who shared:

"we were able to generate significant domestic and international news coverage for both the Western Union and Key West during the first restoration phase."

"And, it is my hope that the vessel, with the allocation of additional preservation funds can continue to serve as a magnet for additional news coverage that will create additional awareness of the history of the Keys and Florida as a whole."

In 1984, The U.S. Department of Interior placed the schooner on the "National Register of Historic Places".

The State & Key West Flagship is the Centerpiece of the Historic Key West Bight and is the: -last tall ship built in Key West -last of the working coasting schooner's that developed Florida's sea trade -last sailing cable vessel afloat

The schooner is ported in one of the largest historic districts in Florida and the nation that attract 3-million visitors a year.

The Flagship compliments the island historic attractions such as the Hemingway House, Mel Fisher Museum, Fort Zachery Taylor FL State Park, the Customs House and many other iconic island properties that make Key West an historic attraction visitor destination.

The State Flagship is the Centerpiece of the Historic Key West Bight.

The leading web traffic sites of Monroe Count: [FloridaKeys.com](http://FloridaKeys.com) & [KeyWest.com](http://KeyWest.com) will sponsor a web page and link with monthly updated progress reports from SWUPS for the public to monitor the restoration of the State of Florida & Key West Flagship in Tarpon Springs.

## 11. Development Projects ONLY

a) Provide the estimated total floor area (square footage) of all floors of the structure (the house or building, for example):

Schooner length 92' on deck & 126' overall, beam 24'

b) Provide the estimated area(s) in square feet for each project element listed in the Scope of Work (floor replacement, repaint walls, reshingle roof). If an element is not measureable in square feet, provide quantities (example: replace 15 door knobs):

Schooner draft 7.5', masts 65', displacement 218 tons. Specific tasks are listed in section 8, 9, and 16 of this application.

c) Will you be hiring or contracting with professional architectural or engineering services to assist with the restoration work?

**NOTE:** Professional architectural and engineering services are **REQUIRED** if the Scope of Work includes structural work, occupancy classification change (such as from residential to museum) and work that affects life safety (fire protection and egress).

**Yes**

If yes, the services must be addressed in the Project Budget. An Architectural and engineering basic service fees calculator is available at the Florida Department of Management Services' [Design Professional Fee Guidelines](#) web site. A category "C" value is most appropriate for basic Architectural and Engineering services for rehabilitation projects. Any additional Architectural and Engineering services listed on the Fee Guidelines web page should be indicated separately from the basic services. Please consider using the online estimate service fees rather than providing a quote.

Provide in Attachment C: representative digital images. Include current photographs of all exterior elevations, principal interior spaces, and significant architectural features, if available, also provide historic photographs of the property.

Provide in Attachment D: architectural project schematics or construction documents, if completed.

## **12. Museum Exhibit Projects ONLY**

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This question has been omitted as it does not apply to the project type you have selected.

## **13. Archaeological Projects ONLY**

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This question has been omitted as it does not apply to the project type you have selected.

## **14. Acquisition or Donation of Historic Properties or Archaeological Sites ONLY**

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This question has been omitted as it does not apply to the project type you have selected.

## **15. Completed Project Activities**

Provide a summary of the project-related activities completed at the time of application submittal. Such activities may include architectural studies or plans, preservation planning activities, archaeological research accomplished such as research design or previous excavation or site assessment work, or museum exhibit research and design. Should they have already been completed, your architectural project schematics or



construction documents or your museum exhibit research and design schematics must be included with this application's supporting materials in **Attachment L.**

Briefly describe the Project Activities completed to date below. (Please include the value/amount expended for each and the dates of completion.)

	Activity Description	Date Completed	Cost/Value
1	Refit and Restoration Estimate by Marpro Marine Services LLC	June 29, 2015	\$0.00
<b>Totals</b>			<b>\$0.00</b>

## 16. Project Budget

**Important: In listing the items to be paid with both grant funds and matching funds, please remember:**

**a. Special Category Grants Guidelines:**

- Capital improvements to non-historic properties, except as required for installation of a new museum exhibit.
- Capital improvements to historic properties inconsistent with applicable historic preservation standards promulgated by the National Park Service, United States Department of the Interior or the Division for the types of projects indicated. Please view The Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation at [http://nps.gov/history/local-law/arch\\_stnds\\_0.htm](http://nps.gov/history/local-law/arch_stnds_0.htm) for more information.
- Vehicular circulation (drives) and parking; sidewalks, landscape features, planting, irrigation systems and site lighting (Exceptions: provision of code-required handicapped parking pad and walkway; sidewalk required to link code-required handicapped parking pad to the accessible entry, planting required to halt erosion, and limited site lighting required for security.)
- Expenditures for furniture and equipment, unless specifically authorized during the application review process.
- Entertainment, food, beverages, plaques, awards, or gifts.
- Operational support (i.e., organization salaries, travel, supplies). Note: project-specific travel costs may be allowed if specifically requested and approved during the application review process. Travel costs must be required for completion of project work and must be included in the Project Budget.
- Indirect costs including overhead, non-grant related administrative costs, and general operating costs, except as allowed in Special Category Grants [Guidelines](#).
- Insurance costs (Exception: costs for builder's risk, workers compensation and contractor's liability insurance).

- b. All grant and match expenditures must be incurred during the Grant Period, except as allowed in [Special Category Grants Guidelines](#). Unless approved by the Division in writing in accordance with [Special Category Grants Guidelines](#), costs incurred prior to the Grant Period will not be eligible for payment with grant funds or eligible to be credited as part of the applicant's matching share. No costs incurred after the Grant Period has expired will be eligible for payment with grant funds or eligible to be credited as part of the grantee's matching share.**

The applicant must provide at least a 25% cash match. The applicant can also provide a match of in-kind services or volunteer labor directly involved in project work, and the value of donated materials in order to successfully complete the project.

Public funds must be identified by source: e.g. appropriated funds, Community Development Block Grant funds, etc. Major private donations, such as foundation grants, should be clearly identified. See *information below for details regarding match requirements. Applicants requesting REDI Match Reduction in question 6 shall only be required to provide a 10% match. See question 6 for additional details.*

- c. According to the [Special Category Grants Guidelines](#), eligible Development activities involving religious property are limited to exterior work and interior work essential to the preservation of the property's basic structural integrity. (Examples include: foundation repairs, repairs to columns, load bearing wall framing, roof framing, masonry repairs, and window and exterior door repairs.) Non-allowable costs include repair or restoration of interior features or finishes and other capital improvements to the interior and accessibility improvements.**
- d. In general, if an item or activity is not considered an allowable grant-funded expense, it will not be allowed as part of the applicant's match. See the [Special Category Grants Guidelines](#) for**



more information on match requirements.

e. Should you have questions regarding the eligibility for a specific activity for grant funding or contribution to match, please contact the Division's grants staff at 1-800.847.7278 or by email at [bhpgrants@dos.myflorida.com](mailto:bhpgrants@dos.myflorida.com).

a) Project Budget

The amounts listed in Total Grant Funds and Total Match values below **must** equal the totals listed in responses to Amount Requested and Match. A detailed description of the applicant's match must be addressed. Documentation of all match must be included in Attachment A.

	Work Item Description	Grant Funds	Match Value	Match Type	Sub-Total	Entity to Provide Service
1	Haul out ship on boat yard rails	\$7,666.67	\$3,833.33	Cash	\$11,500.00	Marpro Marine Services LLC Boatyard
2	Hull: clean/inspect/needed repairs	\$51,553.93	\$25,776.96	Cash	\$77,330.89	Marpro Marine Services LLC Boatyard
3	Main Deck: remove/repair/replace	\$92,010.98	\$46,005.49	Cash	\$138,016.47	Marpro Marine Services LLC Boatyard
4	Engine Room: Replace 2 engines & associated systems and fire pump system	\$88,116.34	\$44,058.17	Cash	\$132,174.51	Marpro Marine Services LLC Boatyard
5	Mast/rigging/sails/deck structures: remove/repair/replace as needed, update stability letter, recertify or replace life rafts	\$222,716.67	\$111,358.33	Cash	\$334,075.00	Marpro Marine Services LLC Boatyard
6	Paint/varnish and other finishing	\$1,257.33	\$628.67	Cash	\$1,886.00	Marpro Marine Services LLC Boatyard
7	Captain & Crew Supervision and work	\$36,666.67	\$18,333.33	Cash	\$55,000.00	
<b>Totals</b>		<b>\$499,988.59</b>	<b>\$249,994.28</b>		<b>\$749,982.87</b>	

b) Budget Work Clarification

Where the relationship between specific Work Items in the Project Budget and the objectives of the project may not be obvious, please provide clarification regarding the necessity for or contribution of those Work Items to the successful completion of the project.

Work Item	Clarification
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## 17. Match Summary

The grand total of match amounts listed in the Match Summary below **must** equal the match total listed in responses to Question 4b. Documentation of availability and commitment of all match funds to the project must be included as Attachment A.

	Description	Match Type	Amount/Value
1	Commitment from Key West Bight Board	Cash Match	\$250,000.00
<b>Totals</b>			\$250,000.00

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## 18. Property Ownership

Enter name of the Property Owner and choose the appropriate owner type. If Applicant is not the owner of the property, the Applicant must secure Property Owner concurrence. The Applicant shall provide a letter from the Property Owner that documents that the Applicant has the permission of the Property Owner of record to conduct the proposed project on the owner's property and that the Property Owner is in concurrence with this application for grant funding.

### a) Is the Applicant the owner of the property?

Yes

### b) Property Owner

Schooner Western Union Preservation Society

### c) Type of Ownership

#### Non-Profit Organization

*For purposes of this program, a Non-profit Organization is defined as a corporate entity registered pursuant to Chapter 617, F.S. Florida Statutes as a Florida non-profit corporation with the [Division of Corporations, Florida Department of State](#). Non-profit grantees must maintain active non-profit status with the Division of Corporations during the grant period. Exception: To qualify as a "non-profit organization," organizations from outside of Florida must have been determined by the U.S. Department of the Treasury, Internal Revenue Service, to be exempt from federal income tax under section 501(c) of the Internal Revenue Code.*

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## 19. Threats to the Property

Provide a brief explanation of immediate threats to the historic property, site, or area such as proposed demolition, extensive structural damage, on-going site disturbance for archaeological sites, planned re-zoning, etc. Examples of documentation to be included are newspaper articles or public notices discussing proposed demolition of the historic site or proposed development directly impacting the site.

There is no immediate threat to the Schooner Western Union other than the ongoing slow deterioration that will be halted by this extensive refit and restoration.

The usual threats to any wooden boat such as fire, storm damage, etc. are addressed on an ongoing basis through appropriate insurance and daily hands-on monitoring by the captain who also lives on board.

Attachment "J" Includes 2-front page articles and 1-editorial published in the Key West Citizen, the daily paper of record for Key West & Monroe County. -  
2014-08-31: "A gallant effort to save a ship" Front page article with 2-jump pages.  
- 2015-02-22 "Don't let the Western Union sale away" KW Citizen Editorial  
- 2015-06-18: Preserving History "City to invest \$250 into Schooner Western Union" Front page article

Provide in Attachment J: Documentation of threat.

## **20. Property or Site Significance (For All Acquisition, Development or Site-Specific Archaeological Projects)**

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**a) For Historic Structures and Archaeological Sites, enter the Florida Master Site File (FMSF) Number (ex. 08ES1234)**

MO01979

Note: The applicant is responsible for ensuring that all information in the current FMSF form is complete and accurate. As part of this application, the applicant is required to complete and submit a new form; staff may determine an application to be incomplete if the form(s) submitted is(are) a copy of one(those) that is(are) already in the Site File. If a FMSF form for the property does not currently exist, the applicant is responsible for completing and filing a form and providing the required map and photograph(s). For information and assistance contact the FMSF staff at [Florida Master Site File](#) / Phone: 850.245.6440 or 800.847.7278.

**Provide in Attachment E: Updated Florida Master Site File records for the project.**

**b) For Historic Property, Date of the Original Construction (mm/dd/yyyy)**

04/07/1939

**c) For Historic Property, Date(s) and Description of Major Alterations (300 character limit)**

Since her construction there have been no major alterations only periodic refittings and restorations.

**d) Original Use of Historic Property**

American Coasting Schooner undersea telegraph cable vessel

**e) Current Use of Historic Property**

Working vessel including daily sailings for Key West visitors and local and visiting students

**f) Proposed Use of Historic Property**

Working vessel including daily sailings for Key West visitors and local and visiting students

**g) For Archaeological Sites, provide the Cultural Affiliation of the Site and Dates of Use or Occupation (300 character limit)**

h) Please explain the historic significance for the property/site. Please refer to National Register of Historic Places (NRHP) criteria for eligibility and, if applicable, the NRHP nomination for the property before developing your response to this question. See the official National Register website for criteria at [nps.gov/nr/publications/bulletins/nrb15/nrb15\\_2.htm](https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm) for guidance.

Constructed in 1939 as an undersea telephone & telegraph cable maintenance and repair vessel.

The WESTERN UNION is a rare extant example of the American Coasting Schooner, the first distinctive type of American-built and designed sailing craft.

The WESTERN UNION was constructed in Key West according to the terms of an agreement between the Thompson Fish Company of Key West and the Western Union Telegraph Company.

The ship was built following a half-hull model; no drawings or plans were used by its Grand Cayman Island builders, Herber Elroy and Loxley Arch.

The schooner was launched on April 7, 1939, and then leased to the Western Union Telegraph Company for the purpose of laying and maintaining undersea telegraph cables from Key West to Havana, Cuba.

The schooner also maintained the telephone and telegraph cables from Florida's coastal cities to the Caribbean Island nations, Central & South America and the Gulf Coast states.

In doing so the historic vessel contributed greatly to the growth of Florida's economic trade.

The ship continued in this service until 1974 and is the last remaining sailing ship built for this purpose.

In 1950 a telephone cable was laid from Key West to Havana. While the WESTERN UNION did not lay that cable, she did maintain it.

The WESTERN UNION had a part in testing this new cable which was used after proving itself for the first transatlantic telephone cable.

The cable utilized a repeating system that restored the quality of the signal to the original.

Later the same type of cable was utilized for downrange missile tracking stations south of Cape Canaveral, which the WESTERN UNION helped lay at the shallow shore ends.

During World War II, the duties of the WESTERN UNION remained unchanged.

It was felt that her job was of prime interest and importance to national security and that, being a wooden sailing ship which could do her job quietly in the presence of enemy submarines, she was best suited to continue as usual.

It is not known if any armament was put aboard.

## 21. Historical Designation

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Indicate the type of designation currently held by the historic property or site. For properties or sites that have been listed in the National Register or are contributing properties or sites within a National Register District, please provide the date that the property, site or district was listed. Indicate each type of **Historical Designation** currently held by the project historic property or site. Select the types of designations held by checking the appropriate box and providing the associated information below.

### Historical Designation

Indicate each type of **Historical Designation** currently held by the project historic property or site:

Individual National Register Listing(s)

If you checked Individual National Register, please provide the title of listing(s):

Schooner Western Union

If you checked Individual National Register, please provide the date of listing(s) (mm/dd/yyyy):

05/16/1984

If you checked National Register District, please provide the title of listing(s):

If you checked National Register District, please provide the date of listing(s) (mm/dd/yyyy):

If you checked Individual Local Designation(s), please provide the name of the property:

If you checked Individual Local Designation, please specify the Date of Designation (mm/dd/yyyy):

If you checked Individual Local Designation(s), please provide the Designating Entity:

If you checked Locally Designated District - Contributing Resources, please specify the name of the District

If you checked Local Designated District, please provide the Date of District Designated (mm/dd/yyyy):

If you checked Local Designated District, please provide the Designating Entity:

## 22. Local Protection

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Indicate the level(s) of local protection currently afforded the historic property or site that is the subject of this funding request. Select the types of protections held by checking the appropriate boxes below.

Protective/Restrictive Covenant

Other

**If you checked Conservation Easement, please explain AND provide a copy of the Conservation Easement in Attachment K:**

**If you checked Protective/Restrictive Covenant, please explain AND provide a copy of the Protective/Restrictive Covenant in Attachment K:**

Restrictive covenants included in City of Key West Letter of Commitment and Resolution

**If you checked Maintenance Agreement, please explain AND provide a copy of the Maintenance Agreement in Attachment K:**

**If you checked Other, please explain:**

Reduced dock rent because of our historic status

## 23. Annual Visitation

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What is the estimated or anticipated Annual Visitation for the project property, site, or museum exhibit?

Sailing on board 15,000, visiting dockside 48,000

**What is the basis of these estimate? (200 character limit)**

Sailing estimate based on previous year's passenger counts

Visiting estimate based on typical Key West Bight visitors who stop to talk with the captain and crew and read the informational materials available and distributed.

## 24. Direct Economic Impact

Provide a brief explanation of the **Direct Economic Impact** this project will have on the surrounding community. Include any information regarding number of jobs it will provide, if known. (1,500 character limit)

Annual gross income is approximately \$1,000,000 primarily from individual passenger ticket sales and wedding charters.

Additional income is generated from the sale of clothing and other souvenir items. Annual salary and benefits expenses for the captain, (5) crew members, and a part time bookkeeper are \$400,000.

Other operating expenses including dock rent, insurance, sales commissions, credit card fees, food & beverage for passengers, regular repairs and maintenance, and other administrative expenses are \$400,000.

Practically all of these purchases are made locally in Key West and Monroe County.

The remaining net income of \$200,000 will be set aside and used for the biennial haul-out inspections required by the U.S. Coast Guard and for any repairs identified during the haul-out period.

These biennial haul-outs and repairs should preclude the schooner from needing major refits such as the one being funded by this grant for the foreseeable future. These haul-outs will be done at a Florida Boatyard.

## 25. Cost of Maintenance

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a) What is the anticipated annual cost of maintenance of the subject Historic Property, archaeological site, etc. on completion of the project?

The budgeted annual expense for maintenance and minor repairs is \$48,000. An additional \$30,000 is set aside in reserves each year to cover the costs of the every 18-month haul-outs and inspections by the Coast Guard, bottom conditioning, and minor repairs.

b) What is the source of the funding?

The funding sources for all uses are primarily (>90%) from individual passenger ticket sales and charters.

Additional income is generated from the sale of clothing and other souvenir items.

c) How much was spent on maintenance of the subject Historic Property, archaeological site or museum exhibit last year?

In the last 12 months the schooner was in a laid up status (not operating) so the maintenance and repairs were minimal.



During the last 12-calendar months of operations the annual maintenance and minor repairs expense was \$34,403.

d) How much is budgeted for maintenance of the subject Historic Property, archaeological site or museum exhibit in the year following completion of the project?

(Same as paragraph 25a. above)

The budgeted annual expense for maintenance and minor repairs is \$48,000.

An additional \$30,000 is set aside in reserves each year to cover the costs of the every 18-month haul-outs and inspections by the Coast Guard, bottom conditioning, and minor repairs.

## 26. Benefit to Minorities and the Disabled

Briefly describe any direct benefit the project will have on minority groups and/or the disabled. Include any alterations to the site that will make the site more accessible to the public. (1,500 character limit)

Visiting and sailing on the Schooner Western Union will benefit all people regardless of their ethnicity, culture or handicap. Key West has a diverse population, particularly in our schools, and providing trips for students is a particular focus for the vessel.

Visitors to Key West, and passengers on the Schooner Western Union have historically been very diverse include every ethnic group. As a passenger on the Schooner Western Union all are encouraged to participate in the hauling up of the sails which for many is the first time they have participated in such a classic maritime evolution. The vessel is easily accessible from the Key West Bight boardwalk by a set of two movable steps and a 5 foot gangplank.

Due to the design of the historic schooner, passengers are expected to board the schooner with only minimal assistance from the crew.

Modifying the vessel such as adding mechanical lifts and replacing the narrow steep companionways to access the heads with elevators are impractical.

## 27. Educational Benefits

Provide a brief description of the **educational benefits** of this project. Explain how the Project will educate the public on issues related to historic preservation, Florida history, and/or heritage preservation. (1,500 character limit)

The Schooner Western Union was launched at Key West, Florida in 1939 for Caribbean cable maintenance purposes.

She typifies the traditional American coasting schooner, a type and form prevalent in U.S. shipbuilding from 1800 to 1939 when this vessel, the last true example, was built.

The Western Union carries up to 65 passengers with a Captain, Mate and 4 deckhands.

The operation of the schooner allows all passengers to experience what life was like at sea in a classic coasting schooner.

An understanding of Florida history, and the need for historic and heritage preservation, is a natural outcome of passengers participating in cruises and viewing the vessel while

in port. Under the supervision of the Captain and crew passengers are encouraged to take the helm, steer the vessel, help hoist and lower the foresail and mainsail, and otherwise participate in the on deck operations of the schooner. Informal classes in wooden ship construction, navigation, and maritime history are conducted by the captain, mate and crew during the 3-hour cruises and charters. Back in operation the Western Union will again be used for public service sails for groups including Sea Scouts, the Key West High School Navy Junior ROTC, Boys & Girls Clubs, and other student focused organizations. We will reestablish the relationship with the Florida Keys Community College Marine Engineering program whose students help with the regular maintenance and upkeep of the schooner.

As the State and City Flagship the Western Union is typically the lead ship in all maritime events in Key West including Conch Republic Days, the Holiday Lighted Boat Parade and the Schooner Wharf Wrecker's Cup Race.

These high profile events result in coverage of the Schooner's history and ties to Key West.

## 28. Organization Information

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### a) Organization Name

Schooner Western Union Preservation Society (SWUPS)

### b) Address

201 William Street

### c) City

Key West

### d) State

Florida

### e) Zip

33040

### f) Type of Applicant

Non-Profit Organization

### g) Organization/Entity Years in Existence

9

**h) Name Organization's Chief Officer**

William M. Barry

**i) Title of Organization's Chief Officer**

Chair

**j) Chief Officer's Email Address**

wmbarry\_schooner\_western\_union@outlook.com

**k) Chief Officer's Phone Number**

(305) 240-0898

**l) Applicant Organization's Federal Employer ID No.**

20-5958968

**m) SAMAS No. (State Agencies ONLY)**

FL

**n) Applicant Organization's Web Site**

schoonerwesternunion.org

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**29. Designated Project Contact**

The project contact is the applicant organization's **primary contact** for the application review process. In addition to being available to answer questions from Division of Historical Resources staff regarding the proposed project and application, the project contact is usually the individual who will be administering the project, if it is funded.

Note: If the project contact changes after the application is submitted, it is the responsibility of the applicant organization to provide timely notification of such change to the Division.

**a) Name**

John Dolan-Heitlinger

**b) Address**

21 Azalea Drive

**c) City**

Key West

**d) State**

Florida

**e) Zip**

33040-6206

**f) Daytime Telephone No.**

305-292-1208

**g) Telephone Extension:**

**h) Email Address**

Email is the Department of State's primary source of contact. It is the responsibility of the applicant to keep this information current at all times.

john@dolan-heitlinger.com

### **30. Project Representation**

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Please provide the information requested regarding state legislative and congressional representation for the project location. Use the link provided for assistance in finding your legislative information. **Be careful to provide accurate and current information.**

a) State House of Representatives District Number and Name of Representative for Project Location.  
( [Find Information regarding Representatives](#) )

**1) House of Representatives District Number(s)**

120

**2) Representative Name**

Holly Raschein

b) State Senate District Number and State Senator for the Project Location ( [Find Information regarding Senators](#) )

**1) Senator District Number(s)**

9

**2) Senator Name**

Dwight M. Bullard

c) Congressional District Number of U.S. Congressional Representative for the Project Location ( [Find Information regarding Congressional Representative](#) )

**1) Congressional District Number(s)**

26

**2) Congressperson Name**

Carlos Curbelo

### 31. Applicant Grant Experience and History

Please provide the following information regarding the applicant's previous grant assistance from the Department of State (DOS), other granting entities, and current administrative support in a) - c) below.

a) Has the applicant received previous grant assistance from the Department of State (DOS) within the past five years, or does the applicant have any open grants with DOS? Please use the DOS [Grant History Online Search Tool](#) and the Division's [Grant Recipients Online Search Tool](#) to find this information. If yes, please specify the year of the grant award, grant number, grant project name, the DOS Division that awarded the grant, the grant award amount, and its current status.

No

If yes, specify the year of the grant period, the project name, the Division that awarded the grant, the amount of the award and current status.

Year	Grant No.	Grant Project Name	Granting Entity	Grant Amount	Open/Closed
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<b>Totals</b>	\$0.00
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**b) Has the applicant received previous grant assistance from entities other than the Department of State within the past five years?**

**Yes**

If yes, please specify the year of the grant award, grant number, grant project name, the granting entity, the grant award amount, and its current status.

	<b>Year</b>	<b>Grant No.</b>	<b>Grant Project Name</b>	<b>Granting Entity</b>	<b>Grant Amount</b>	<b>Open/Closed</b>
1	2008		Schooner Western Union Refit	Monroe County Toursit Development Council	\$405,000.00	Closed
2	2009		Schooner Western Union Refit	Historic Florida Keys Foundation	\$300,000.00	Closed
<b>Totals</b>					\$705,000.00	

c) Please list those persons who will be directly involved with the administration of the grant should this application be successful. This should include the Project Contact listed and all other individuals who will have a role in the execution of the grant project. Please list below the individuals' names, roles or titles within the applicant organization (if applicable), percentage of work time dedicated to grant administration, and anticipated duties.

	<b>Name</b>	<b>Role or Title</b>	<b>% of Time</b>	<b>Duties</b>	<b>Email Address</b>	<b>Phone</b>
1	Lenn Verreau	Captain of the Schooner	75%	Owner's Representative	lennverreau@myway.com	(305) 896-4226
2	Richard Manley	Board Member	10%	Board/Yard Liaison	rman71349@aol.com	(305) 294-3685
3	Frank Holden	Board Secretary	10%	Board/Yard Liaison	capfrankkw@gmail.com	(305) 304-0942
4	William Barry	Board Member	10%	Board/Yard Liaison	wmbarry_schooner_western_@outlook.com	(305) 240-0898
5	Stacy Aguilar	Bookkeeper	10%	Bookkeeper	mdlaccounting@bellsouth.net	(305) 294-3685
6	John Dolan-Heitlinger	Treasurer	10%	Financial Admin	john@dolan-heitlinger.com	(305) 292-1208

**d) Were any of the individuals listed in c) above involved with the administration of previous grants listed in questions a) or b)?**

**Yes**

If yes, please indicate which grant(s) and briefly describe their administrative responsibilities. Also, describe any additional grant experience they have in the space below.

William Barry was the Schooner Western Union Preservation Society (SWUPS) Board

President and Chair during the last grant application process and first stage restoration in 2009-2011.

Richard Manley and Frank Holden were also SWUPS board members during that time period. Captain Lenn Verreau supervised the shipwright and team that completed the previous first stage restoration in 2009-2011.

The restoration was completed successfully to the satisfaction of both granting organizations and the Schooner Western Union returned to operations.