



Schooner Western Union

PRESERVATION SOCIETY & MARITIME MUSEUM



OFFICIAL FLAGSHIP OF FLORIDA & THE CITY OF KEY WEST

July 01, 2017

Key West Bight Management District Board
510 Greene Street
Key West, FL 33040

Re: 2017-06 KWBB / schooner *Western Union* Restoration Progress Report

- A.** Richard Manley, SWUPS BOD member & Board Project Director and William Barry, SWUPS Chair flew to Tarpon Springs (at own expense) for a half day visit on June 27th with the management of the MarPro Boatyard and to review progress of restoration aboard the schooner. This also allowed an opportunity to speak directly with the shipwrights performing the work.
- a.** A one-hour meeting was also held aboard the schooner with the United States Coast Guard Inspector, Larry Jones, who is assigned to the restoration of the schooner.
- i.* In that the schooner is an 80-yr. old wooden passenger sailing vessel undergoing a restoration which when complete will result in an application for a USCG permit for passenger sailings (a USCG Certificate of Inspection, COI) the Coast Guard is therefore the ultimate authority and is inspecting all work performed on the vessel and is also ordering specific tasks be performed on the schooner.
 - ii.* Hull planks above the water line have been ordered to be removed to expose the ships frames that sit atop the cradle (ribs). A number of the critical structural frames have experienced serious termite damage and must be either repaired or replaced
 - iii.* Similar to the ships cradle termite and wet rot damage, the repair or replacement of the ships frames is adding time and expense.
 - iv.* There is perhaps \$150,000 of the ships ribs and frame repair or replace work that was not anticipated in the original budget plus the fabrication and installation of the \$25,000 steel shoe on the keel. And, the schooner's 65 ft. Foremast when removed was found to have internal damage and must be replaced, an unbudgeted \$40,000 expense.
 - v.* The frames and ribs could not be inspected until the schooner was pulled from the water and the ship's hull partially dismantled. As is the same for the Foremast.
 - a.* The wet rot damage to the ribs and frames were the result of a leaking deck that will be repaired and fiberglassed to permanently end (fresh) rainwater leading below.



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Florida's Historic Sailing Maritime Museum

- Wm. S. Sams

Copy: S. Harrison, CKW Clerk, Doug Bradshaw, Port/Marina Dir., CKW, SWUPS BOD