

## Schooner Western Union



## Preservation Society & Maritime Museum

## OFFICIAL FLAGSHIP OF FLORIDA & THE CITY OF KEY WEST

July 01, 2017



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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 27<sup>th</sup> 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.

- b. The schooner's business plan includes a haul out and USCG inspection every 24-mos. so to avoid serious termite damage and to maintain the vessel.
- vi. As a result of the unanticipated serious termite damage and wet rot the planned Scope of Work on the schooner to be completed in the boatyard must be modified.
  - 1. The vessel will leave the yard structurally repaired; however, replacement of the Foremast, repair of the main mast, installation of booms, rigging and sails will need to be performed at a marina on Stock Island when the required funds are raised estimated at a minimum of \$100,000.
    - a. With the structure of the vessel fully restored there is confidence that such funds can be raised to purchase, repair and install the masts "sticks", rigging and sails that should enable a USCG COI that would put the schooner back into passenger sailing service out of the Key West Bight.
    - b. Fund raising efforts are underway.
  - 2. It should be noted that installation of the schooner's masts, rigging, sails, etc. has been performed in past years at a Stock Island marina by the ship's crew under the direction of the current Captain -- and is considerably less expensive than having this finishing work completed in a boatyard.
- **b.** The meetings with the boatyard and USCG were very productive and key determinations were made.
- **B.** There is a protocol in place to modify the Scope of Work in the State of FL grant contract and the required forms are being submitted to the FL DOS which was made aware of the situation in writing on June 15.
- **C.** The steel keel shoe installation should be completed in two weeks, before mos. end.
  - **a.** Cotton caulking is being installed between all hull planks and a compound is being squeezed over the cotton.
  - **b.** The vessel will be safe to "splash" in the water in approximately 3-mos.
  - **c.** The hull will be allowed to swell for 30-days then the schooner will be pulled back on the rail to trim swollen compound and paint the hull.
- **D.** The third of four FL DOS \$125,000 grant fund payments will be requested once the SOF contract Scope of Work has been amended.
- **a.** It is planned to have the SOF Scope of Work modified in the contract and to request and received the \$125,000 grant on or before Sept. 21. SWUPS has enough financial resource to pay the boatyard invoices until that date.

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William M. Barry Chairman

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