
From: Mann, Melissa [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=AB0197D1514F4C099869869FD8908A8F-MMANN]
Sent: Mon 9/25/2023 4:38:06 PM (UTC-04:00)
To: Pollman, Howard [REDACTED]
Subject: RE: [External] Niagara Shipyard Fall 2023

I thought it was well done too.

Melissa L. Mann | Director | she/her/hers
Bureau of Historic Sites & Museums | Pennsylvania Historical & Museum Commission
400 North Street E-107 | Harrisburg, PA 17120
Phone: [REDACTED]
www.phmc.state.pa.us



Pennsylvania Historical & Museum Commission

From: Pollman, Howard <[REDACTED]>
Sent: Monday, September 25, 2023 4:37 PM
To: Mann, Melissa <[REDACTED]>
Subject: Re: [External] Niagara Shipyard Fall 2023

Good email. Definitely a "What Gives?" moment.

From: Mann, Melissa <[REDACTED]>
Date: Monday, September 25, 2023 at 4:27 PM
To: Pollman, Howard <[REDACTED]>
Subject: FW: [External] Niagara Shipyard Fall 2023

FYI

Melissa L. Mann | Director | she/her/hers
Bureau of Historic Sites & Museums | Pennsylvania Historical & Museum Commission
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Pennsylvania Historical & Museum Commission

From: Hall, James <[REDACTED]>
Sent: Monday, September 25, 2023 4:22 PM
To: William Sabatini <[REDACTED]>
Cc: Fox, Charles <[REDACTED]> Michael P. Martin <[REDACTED]>
Subject: RE: [External] Niagara Shipyard Fall 2023

Importance: High

Billy:

So I've been looking this over and I've got a some questions & points that I want to reiterate.

First, what I see that PHMC would be able to pay for "immediately" would be the approximately \$18,700 in material costs for the lumber & propellers.

(As a side note, due to CWOPA purchasing card restrictions I absolutely cannot spend over \$10K with 1 vendor per Quarter during a Fiscal Year. So the propellers would HAVE to come in at less than \$10K in total.)

Subtracting the \$18,700 in PHMC materials costs we'd pay up front from the loosely \$270K of this whole project would leave a \$251K balance that the FNL would need on hand to carry this project off.

Reimbursement funds from PHMC are definitely available to back this up after the billing is received from you BUT you know the lag time that we're all dealing with between the submittal of expenses & the actual funds (check) making it to your hands. Your expenses will need to be absorbed on FNL's end somehow until that PHMC reimbursement check hits your bank account.

Unless things have drastically changed in the last 5-6 days, the financial footing of FNL was nowhere near strong enough to be able to front \$250K+ worth of near-term expenses.

We would certainly need to understand – to be assured – that FNL is solvent enough to be able to fully fund the costs of this project (minus the lumber & props) while awaiting PHMC reimbursement. We simply cannot take a chance of the ship getting up on blocks in CLE, split open, and then run afoul of FNL not having the financial reserve on hand to get the ship put together & back to Erie for the winter. You know that we can't afford to leave that ship on the hard in CLE all winter stacking up \$750/day in rental fees.

Second, I see your expense sheet lists a 10% contingency line totaling approximately \$25K.

I can't help but recall the overage that was incurred during last shipyard when the overage incurred by FNL totaled over \$200K – we can't afford that sort of possibility of fiscal overrun on this but just as critically now (or more so maybe), the scenario of that weather window closing if FNL would run out of funding before the ship was completely buttoned up & able to be brought back.

That would be a devastating blow obviously to your organization but ours as well – and one with long reaching implications regarding how we (EMM) would have allowed that to happen when we DO still have the option of simply waiting until Spring to undertake this same "short" shipyard trip for props/survey/stem investigation. At that point come April 2024, we'd have this PHMC funded through our procurement process (with our own healthy contingency we'd have planned for) and without this weather/safe travel conditions issue hanging over our head.

That said, I think we all would love to get this underway – and be sitting here in April w/ new props installed, the survey results in hand, & a better understanding of what's going on the stem – ready to take off on the next shipyard with a clearer) path ahead of what work is needed & in what order it will be done. It's just that I – and others – are really hard pressed to be able to commit all this with the message we've been delivered to date concerning the state of FNL's financials. Can't help but ask "what gives? at this juncture, you know?"

You know I'm leaving in AM for Scranton but I'll be driving if you need to call & I'll certainly be checking email when I can – I'm not completely incommunicado! Let me know your thoughts – thanks, JIM

From: William Sabatini <[REDACTED]>
Sent: Monday, September 25, 2023 12:55 PM
To: Hall, James <[REDACTED]>
Cc: Fox, Charles <[REDACTED]> Michael P. Martin <[REDACTED]>
Subject: [External] Niagara Shipyard Fall 2023

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Jim,

The Flagship Niagara League intends to bring Niagara to shipyard this Fall as you and I have discussed using the attached schedule and budget as a baseline. The spreadsheet has been updated slightly. The Flagship Niagara League will be responsible for all labor, room and board, Provisions for Transit, Travel, minor material expenses and the contract with Great Lakes Shipyard. PHMC will be responsible for all other materials and the contract with the surveyor. With a 10% contingency the total amount is ~\$270,000.00. This is well under the \$350,000 allocated in the 2023 Sailing Services Contract and will allow for added costs if they arrive as part of general maintenance. If there are items found by the USCG or the surveyor that require more work than anticipated, outside of the scope of the 2023 Sailing Services Contract, that would result in expenses of the Flagship Niagara League in excess of \$350,000 an increase in that amount or a separate contract will need to be agreed upon to carry out that work like the keystone contracts we have used in the past.

The goal of this shipyard period is to fulfill the promise made to the public that PHMC/FNL would bring Niagara to yard this Fall to replace the props to ensure Niagara can sail in the future. While there a survey will be conducted to determine what work Niagara needs to be safe to get underway again. The ship will return to Erie for the winter during which time we will be preparing for shipyard in the Spring to address the findings of the survey. You and I are in agreement about overall picture of this and will work together to make it a reality.

Please confirm or correct with a response to this email. Once confirmed, FNL will contact the shipyard and schedule the drydocking so PHMC can then schedule the Surveyor.

Charlie,

If Jim is unable to confirm or correct this today could you do so while he is out of the office this week? As you know time is of the essence with this project.

Sincerely,

William Sabatini
Executive Director
Fleet Captain
Flagship Niagara League



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