

- PHMC wants to return to the model that was used before 2009 with PHMC operating Niagara and hiring the crew
- Immediate plans:
  - Take Niagara to shipyard in the spring for a short period to prepare her for a longer period in shipyard
  - Longer period in shipyard will potentially be outside of the Great Lakes
  - Funding has been acquired- multiple millions and more than \$2-3 million
  - Jan 9 a marine surveyor (Bill Benz- spelling?) will come to start inspecting Niagara above the waterline
  - Marine surveyor will then inspect Niagara below the waterline when it is in shipyard and put together a maintenance plan (replace x after y years, or z amount of usage)
  - PHMC will hire their own staff- captain, shipwright, chief mate, and either an engineer or bosun/boatswain
  - \$750,000 annual budget for maintenance and staffing
- Long term plans
  - Want to include Niagara more into the experience of the museum and shift to more experiential learning and a more programmatic future
  - “Still will be some sail training” but that that will no longer be Niagara’s primary focus when sailing
  - Want the ship in Erie more and most of the sails that occur will be limited to Lake Erie
  - Will continue to participate in tall ships
  - As a sidenote it was mentioned that there will still be *some* overnight experiences
  - Want Niagara to be centerpiece of 2026 250<sup>th</sup> celebration in NW PA and sail then
- FNL relationship
  - FNL decided to no longer be the associate group and move to being a contractor
  - FNL did not want to take admissions
  - PHMC is not renewing the contract, but *may* happen in the future
  - “I’ve built some great relationships with people in the league”
  - “I think it’s a good one” when speaking to his relationship with the league
  - PHMC will look to create a new non-profit associate group
- Volunteer experience
  - Jim, Chuck, and new curator are currently doing brig checks and know what to do
  - Need volunteer help to take on brig checks
  - No greater time for volunteers to stay around and is “expecting you to continue”
  - Not a normal experience for volunteers to have key fob access and come and go as they please. This will be ending
  - Bunch more cameras, include IR ones on the plaza
  - Volunteers will need to check in upstairs so that Jim knows who is there

My personal questions based on what was covered:

- Who will take Niagara to shipyard in the spring? No timelines were provided for hiring the crew. Spring is 3 months away and they will need to find, hire, and onboard the crew with enough time to get Niagara ready to head to shipyard.

- How will Niagara get to a shipyard outside of the Great Lakes if needed and who will take her there?
- Why didn't the marine surveyor come out when Niagara was in shipyard most recently to do their below the waterline survey?
- Will the marine surveyor complete a survey of the state of things aloft? If so, when?
  - I'm not qualified to call it rot, but there is some wet and squishy wood in the fore topmast that will need to be addressed
- What are the COI implications of moving Niagara away from being a sail training vessel? How does PHMC plan on registering Niagara with the Coast Guard?
- If the programmatic future is for day sails, how will that be run successfully? Niagara isn't the best day sailer- it takes too long to do anything, you can't see anything, large crew needs increases the cost, etc. So how do they plan on making this successful?
- How will Niagara participate in Tall Ships if it wants to stay in Lake Erie and not take long voyages?
- The next Tall Ships on the Great Lakes is 2025. They did not mention Niagara sailing again until 2026. Will it participate in Tall Ships 2025? Similarly, will Niagara still attend the 250<sup>th</sup> celebration of the Navy in 2025?
- PHMC mentioned how important it is to keep volunteers for maintenance but indicated that we could not volunteer for ship maintenance at this time. When will ship maintenance resume? What if something happens to Niagara before they resume ship maintenance?
- While PHMC was shown by Sam how to do a brig check on 12/30, do they know what to do if something is wrong? If something is wrong, who will fix it?
- PHMC asked for help with brig checks. A brig check can be done in 10-15 min. If we were to help with that, what else would they have us do outside of that time if it is not ship maintenance?
- How will they try to maintain existing crew, when the existing crew is looking elsewhere and some have already taken positions on other boats?
- Others, likely know about the FNL-PHMC relationship better than me, but I don't think the way PHMC presented it is accurate. Is PHMC willing to be more transparent about what happened?
- When will there be an opportunity to ask these questions to PHMC?