
EMM - Niagara Keystone Project

tgum@pa.gov Gum, Tyler

Tuesday, September 8, 2020 at 11:05:15 AM Eastern Daylight Time

To: captain@flagshipniagara.org Billy Sabatini

Cc: chfox@pa.gov Fox, Charles

Hi Billy,

Following-up on discussions between the FNL, PHMC, and PHMC ED Andrea Lowery that took place in late January 2020... great news to share regarding the below project initiative.

PHMC would like to move forward with addressing the three bulleted priorities (inserted below) for the US Brig Niagara with completion of work prior to the end of the current fiscal year.

- Replacement of the waterway timbers, including adjusting the profile to allow the timbers to shed water
- Reinforcement of the stem, including diagnosis and repair
- Investigation and replacement of deteriorated transom framing

The allocated keystone funds from PHMC for work on the Niagara would be dispersed to the FNL via an amendment to the existing in-place agreements that details dispersal, use, tracking, and reporting.

To get this process started two things will need to take place – the team in Harrisburg will pull together the amendment language to be presented to the FNL, and the FNL will need to work on drafting a proposal / scope of work (SOW) that covers all three priorities to present to PHMC. Rather than three separate scopes, the submission of one SOW, with respective parts detailing each of the priorities will suffice.

The proposal should define the work to be completed and any phasing, submittals and deliverables, and the cost for the project as a whole. Costs should be for materials and labor provided by outside contractors, not FNL staff.

Best,

Tyler

Tyler O. Gum, Site Administrator

Pennsylvania Military Museum
51 Boal Avenue | P.O. Box 160A | Boalsburg, PA 16827
Phone: 814.466.6263 | Fax: 814.466.6618
tgum@pa.gov | www.pamilmuseum.org

Erie Maritime Museum
150 E Front St. | Erie, PA 16507
Phone: 814.452.2744
tgum@pa.gov | www.flagshipniagara.org

From: Lowery, Andrea <anlowery@pa.gov>

Sent: Wednesday, February 5, 2020 10:39 AM

To: William Sabatini <captain@flagshipniagara.org>; Fox, Charles <chfox@pa.gov>; Reigle, Brenda <breigle@pa.gov>; Pollman, Howard <hpollman@pa.gov>

Cc: Rybka, Walter <wrybka@pa.gov>; Lauver, Joseph <jlauver@pa.gov>; Bohanick, David <dbohanick@pa.gov>; boardpresident@flagshipniagara.org <boardpresident@flagshipniagara.org>

Subject: RE: [External] Erie Maritime Museum Visit

Dear Billy,

Thanks so much for your note. And thanks also not only to you, but also to Ann and Pat for making time to meet on Thursday afternoon. I think our discussion was helpful, and I am looking forward to a productive relationship where we are all working with the same goals in mind.

I spoke Monday with the bureau director who manages PHMC's budget and with the chief of our Division of Architecture and Preservation to begin to discuss how the upcoming smaller projects for the Niagara can move forward. We will need to give you more details before you can create a proposal, but I wanted to begin to lay out the process with some basic information in this email.

When we met last week, we talked about three separate projects for the Niagara. They are, in order of priority and execution: replacement of the waterway timbers, including adjusting the profile to allow the timbers to shed water; reinforcement of the stem, including diagnosis and repair; and investigation and replacement of deteriorated transom framing. Each of these projects will need to fit comfortably within the allowable financial limits of a Keystone-funded project.

One aspect of this work we did not discuss was an update to the survey of the ship and any repairs required based on that survey. The findings of this third-party survey will also need to be accommodated within the scope of work that is developed for this Keystone-funded work. PHMC and FNL should review and agree on the scope for each project before a formal proposal is developed.

Each project will need to be structured so that it fits within Commonwealth policies and procedures. This means that in addition to budget, we will need to define how things like project deliverables, quality control, and reporting will be managed. These projects belong to the people of Pennsylvania and are subject to an audit or to public scrutiny at any point, so we need to ensure that we are honoring the values of fiduciary responsibility, integrity and transparency.

Vehicle for financial allocation: I anticipate that each project will be executed as an addendum to PHMC's management agreement with FNL.

Proposals: We will need a proposal for each project. Each proposal should define the scope of work and any phasing, submittals and deliverables, and the cost for the project. Most of the related costs should be for materials and labor over and above the existing FNL crew. (The existing FNL crew should not bill to this project, as maintenance of the ship is within the scope of work already covered by the financial support provided for the FNL by PHMC.) In the cost breakdown, you will need to calculate manhours and labor rates for additional shipwrights, etc.

Terms and conditions: Typical terms and conditions for commonwealth projects will apply. We can provide those to you, although they may well be what you follow already.

Project documentation/deliverables: There will be the need for deliverables for each project such as product specifications, product sheets, photographs and as-builts.

Quality control: We anticipate the need to hire (at PHMC's expense) a third-party inspector to review the construction. This inspector will also be responsible for identifying issues during the course of construction and will report to PHMC. In addition, staff from PHMC's Division of Architecture and Preservation may visit periodically to meet with the FNL project manager and conduct field inspections.

Invoicing and Reporting: We will need to follow requirements for the disbursement of Keystone funds; we will follow the procedures PHMC has in place for other preservation project grants. The invoicing schedule will be set up with the proposal, and the model for payment will be based on reimbursement. On the reporting side of the project, we will need back-up documentation like certified payroll and receipts for materials submitted with each invoice.

The first project, planned for next winter, will focus on the re-survey, associated critical repairs, and the replacement of the waterway timbers.

We can flesh out additional details for you over the coming weeks, but I wanted to lay out the essential topics we will need to address in setting this work in motion. Of course, developing a capital project will be proceeding along a parallel track.

We truly appreciate your support of the Erie Maritime Museum and the Flagship Niagara, and we value your expertise and your passion. I am glad we are finding a way to proceed that will accommodate the continued sailing of the Niagara while we work toward that larger project. Please let me know if you have any questions.

Thanks,
Andrea

Andrea W. Lowery, RA, LEED AP | Executive Director
Pennsylvania Historical and Museum Commission
300 North Street, 5th Floor | Harrisburg, PA 17120-0024
Phone: 717.787-2891
Email: anlowery@pa.gov
www.PATrailsofHistory.com
www.twitter.com/PHMC
www.facebook.com/PATrailsofHistory

From: William Sabatini <captain@flagshipniagara.org>
Sent: Friday, January 31, 2020 1:05 PM
To: Fox, Charles <chfox@pa.gov>; Reigle, Brenda <breigle@pa.gov>; Lowery, Andrea <anlowery@pa.gov>;
Pollman, Howard <hpollman@pa.gov>
Cc: Rybka, Walter <wrybka@pa.gov>
Subject: [External] Erie Maritime Museum Visit

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Hello All,

I want to drop you a note of thanks for coming to Erie to speak with us. Niagara's refit has been "next year" for many years now which has made planning for the future very difficult. Knowing that we have at least 3 years before the project could get going again allows us to do the planning and work to ensure that the project is done well and correctly. It allows us to retain crew knowing that the ship will be sailing for the next 3 years. We can also plan our sail training programs years in advance which a positive change. Your commitment to fund the maintenance work that has been deferred for the past 6 years shows me your firm dedication to maintain the internationally recognized sailing program that Walter started and I have had the honor to take over. Sail Training matters in this world and the flagship of the Commonwealth of Pennsylvania is leading that charge.

I look forward to working with all of you in the future on this project and many more both with Niagara and the Erie Maritime Museum. The League exists to support the U.S. Brig Niagara, Erie Maritime Museum, BHSM, and PHMC. I am only in my second year as Executive Director, although I've been here since 2005. As I grow in my new position and we start working more closely together I feel we will be able to develop that level of trust that is necessary to effectively work towards a common goal.

Best Regards,

William Sabatini
Executive Director
Fleet Captain
Flagship Niagara League
814-452-2744 x218 Office
508-930-9519 Cell
captain@flagshipniagara.org
www.flagshipniagara.org