

State Of Maryland

2018 Bond Bill Fact Sheet

1. Senate LR # Bill #		House LR # Bill #		2. Name Of Project	
lr3390	sb0915	lr3394	hb1041	Liberty Ship S.S. John W. Brown	
3. Senate Bill Sponsors				House Bill Sponsors	
Ferguson				R. Lewis	
4. Jurisdiction (County or Baltimore City)				5. Requested Amount	
Baltimore City				\$250,000	
6. Purpose of Bill					
the acquisition, planning, design, construction, repair, renovation, reconstruction, site improvement, and capital equipping of the World War II Liberty Ship S.S. John W. Brown					
7. Matching Fund					
Requirements: Equal			Type: The matching fund may consist of real property, in kind contributions, or funds expended prior to the effective date of this Act.		
8. Special Provisions					
[] Historical Easement			[X] Non-Sectarian		
9. Contact Name and Title			Contact Ph#	Email Address	
Michael Barnes			941-286-9032	dmbarnesfl@aol.com	
10. Description and Purpose of Organization (Limit length to visible area)					
<p>Project Liberty Ship owns, preserves and operates a WW II Liberty Ship, the SS JOHN W BROWN. The ship was built by Bethlehem Steel in Baltimore in 1942. The ship served as a cargo and troop ship in WW II. After the war, the ship was loaned to the New York City public school system and was a floating maritime school until 1982. PLS obtained the ship in 1988 and restored her to full operation. The ship is maintained and operated by an all volunteer crew. PLS' mission is to educate the public of all ages about the ship builders, merchant mariners and Naval armed guard who helped win WW II. We do this through cruises on the Chesapeake Bay and to East Coast ports, and by visits within Maryland. We also support maritime education at high schools, scout troops, maritime education centers and first responder organizations.</p>					

11. Description and Purpose of Project (Limit length to visible area)

We are seeking a Maryland Bond Bill to help defray some of the costs of a planned dry docking of the ship in 2019. That project has three key objectives. First it allows inspection of the ship below the waterline and repair of any conditions that would stop the ship from sailing under US Coast Guard approval. Second, dry docking is required for several underwater preservation projects both inside and outside the ship. And, thirdly, we plan to use shipyard personnel to make some plumbing and sanitation treatment system modifications needed to accomodate an increased number of visitors.

Round all amounts to the nearest \$1,000. The totals in Items 12 (Estimated Capital Costs) and 13 (Proposed Funding Sources) must match. The proposed funding sources must not include the value of real property unless an equivalent value is shown under Estimated Capital Costs.

12. Estimated Capital Costs

Acquisition	
Design	
Construction	\$952,000
Equipment	\$3,000
Total	\$955,000

13. Proposed Funding Sources - (List all funding sources and amounts.)

Current On Hand - Investment Accounts	\$247,000
Dry Dock Member Donations to Date	\$290,000
Balance of 2016 National Park Service Pres. Grant	\$31,000
Expected Future Funds - Addtional Member Donations	\$75,000
State of Maryland Bond Bill Grant	\$250,000
PPG Paint Donation in Kind	\$50,000
Shipyard Donation in Kind	\$12,000
Total	\$955,000

14. Project Schedule (Enter a date or one of the following in each box. N/A, TBD or Complete)			
Begin Design	Complete Design	Begin Construction	Complete Construction
10/1/2018	4/26/2019	5/1/2019	10/25/2019
15. Total Private Funds and Pledges Raised		16. Current Number of People Served Annually at Project Site	17. Number of People to be Served Annually After the Project is Complete
537000.00		9,000	13,000 See Note 3
18. Other State Capital Grants to Recipients in the Past 15 Years			
Legislative Session	Amount	Purpose	
None in Past 15 Year			
1989	\$350,000	Restoration, reconstruction, repair, preservation	
1998	\$350,000	Repair, renovation preservation	
19. Legal Name and Address of Grantee		Project Address (If Different)	
Project Liberty Ship, Inc. P. O. Box 25846, Highland Town Station Baltimore, MD 21224-0546		SS John W. Brown Pier 1 2020 S. Clinton St. Baltimore, MD 21224	
20. Legislative District in Which Project is Located	46 - Baltimore City		
21. Legal Status of Grantee (Please Check One)			
Local Govt.	For Profit	Non Profit	Federal
[]	[]	[X]	[]
22. Grantee Legal Representative		23. If Match Includes Real Property:	
Name:	Geoffrey S. Tobias at Baker Donelson	Has An Appraisal Been Done?	Yes/No
Phone:	410-685-1120		No
Address:		If Yes, List Appraisal Dates and Value	
100 Light St. Baltimore, MD 21202			

24. Impact of Project on Staffing and Operating Cost at Project Site			
Current # of Employees	Projected # of Employees	Current Operating Budget	Projected Operating Budget
- 0 -	- 0 -	952000.00	952000.00
25. Ownership of Property (Info Requested by Treasurer's Office for bond purposes)			
A. Will the grantee own or lease (pick one) the property to be improved?			Own
B. If owned, does the grantee plan to sell within 15 years?			No
C. Does the grantee intend to lease any portion of the property to others?			No
D. If property is owned by grantee any space is to be leased, provide the following:			
Lessee	Terms of Lease	Cost Covered by Lease	Square Footage Leased
No Space to be Leased			
E. If property is leased by grantee - Provide the following:			
Name of Leaser	Length of Lease	Options to Renew	
Owned, not Leased			
26. Building Square Footage:			
Current Space GSF		N/A Property is a Ship See Note 4	
Space to be Renovated GSF			
New GSF			

27. Year of Construction of Any Structures Proposed for Renovation, Restoration or Conversion

Ship was built in 1942

28. Comments

Note 1

Much of our educational efforts are carried out when the ship sails. Our 2016 and 2017 sailing schedule was:

- Four (2 each year) Living History Cruises out of the Maryland Cruise Terminal
- Four Visits (2 each year) to Baltimore's Inner Harbor and Fells Point
- A trip to Norfolk and a Living History Cruise out of Norfolk
- A trip up the coast to New York City and a Living History Cruise out of New York

Note 2

The design work has an estimated cost of \$0 in section 12 because it will be done by our volunteers. It will start in October, 2018, as indicated in Section 14 and consists of finalizing specifications for the shipyard work during dry docking, issuing requests for bids to qualified shipyards and selecting a shipyard for the 2019 work.

Note 3

The ship is currently only open to the public while docked at Clinton St. Pier 1 two days per week. We plan to expand public access by being open more, by having the Baltimore Water Taxi stop at pier 1, by changing our marketing focus and by staffing the ship to support more visitors. Some capital expenditures are needed (e.g. - addition of permanent visitor rest rooms).

Note 4

Section 26 asks for building square footage numbers. The project is for a ship whose principle dimensions are:

Length	442 ft.
Beam (width)	56 ft
Full Load Depth	26 ft
Full Load Displacement	14,000 tons
Cargo Capacity	532,000 cubic feet