

State Of Maryland

2025 Bond Initiative Fact Sheet

1. Name Of Project		
SS John Brown Liberty Ship		
2. Senate Sponsor	3. House Sponsor	
Ferguson	Clippinger	
4. Jurisdiction (County or Baltimore City)	5. Requested Amount	
Baltimore City	\$100,000	
6. Purpose of Bond Initiative		
the acquisition, planning, design, construction, repair, renovation, reconstruction, site improvement, and capital equipping of the SS John Brown Liberty Ship project		
7. Matching Fund		
Requirements:	Type:	
Grant		
8. Special Provisions		
<input type="checkbox"/> Historical Easement	<input checked="" type="checkbox"/> Non-Sectarian	
9. Contact Name and Title	Contact Ph#	Email Address
Dick Sterne		301-938-0075
10. Description and Purpose of Organization (Limit length to visible area)		
<p>Project Liberty Ship owns, preserves and operates a WWII Liberty ship, the SS JOHN W BROWN which was built by Bethlehem Steel in Baltimore in 1942. The ship operated as a cargo ship and troop transport during the war. PLS obtained the ship in 1988 and restored her to full operating status. This ship is maintained and operated by an all volunteer crew. Our mission is to educate the public about the ship builders, merchant mariners and armed guard sailors who helped win WWII by maintaining a global logistic network at great personal risk. PLS also supports many educational programs. See Note in Section 28.</p>		

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

ASSET PROTECTION: The ship is required by USCG and other regulations, along with common prudence, to have controlled access and alarm systems to protect against loss by fire or theft. The current systems are beyond their useful service life, suffer from unavailability of repair components and must be replaced. NAVIGATION SYSTEMS: The ship is legally exempt from many modern requirements due to her historic status but still requires certain equipment to operate safely. Our main radar is almost 50 years old and rapidly failing, the back up is a radar intended for small boats. The safety of the ship, other vessels, passengers and crew mandates an upgrade. This project includes installation of a new radar and other navigation equipment to allow the vessel to operate safely in the congested waters around Baltimore. See Note in Section 28

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	\$0
Design	\$0
Construction	\$102,000
Equipment	\$83,000
Total	\$185,000

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

State of Maryland Bond Bill Grant	\$100,000
Member Donations-Cash on hand	\$85,000
Total	\$185,000

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
10/2/2024	4/16/2025	5/28/2025	8/29/2025
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	
85000.00	15,000	15,000	
18. Other State Capital Grants to Recipients in the Past 15 Years			
Legislative Session	Amount	Purpose	
2018	\$50,000	Support expense of periodic required ship yard drydoc	
19. Legal Name and Address of Grantee		Project Address (If Different)	
Project Liberty Ship, Inc. PO Box 25846 Highlandtown Station Baltimore, MD 21224-0546		SS JOHN W BROWN Pier 13 Canton Marine Terminal 4601 Newgate Avenue 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:	Baker, Donelson, Bearman, Caldwell & Berkowitz, PC	Has An Appraisal Been Done?	Yes/No
Phone:	410-685-1120		
Address:		If Yes, List Appraisal Dates and Value	
100 Light Street 19th Floor Baltimore, MD 21202-1643			

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	1416506.00	1416506.00
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
E. If property is leased by grantee - Provide the following:			
Name of Leaser	Length of Lease	Options to Renew	
26. Building Square Footage:			
Current Space GSF	N/A - See Note in Section 28		
Space to be Renovated GSF			
New GSF			

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

28. Comments

Section 10- After WWII, the SS JOHN W BROWN was loaned to the New York City Board of Education and served as a unique floating maritime trades high school from 1946 to 1982. Our educational mission continues the school tradition and is accomplished through pier side visits throughout the year and by Living History Cruises on the Chesapeake Bay several times a year. We extend our outreach with periodic visits to other Maryland and east coast ports. We provide a hands on training platform for the US Naval Sea Cadets youth group from across the nation, which includes a multiple day cruise. PLS sponsors a STEM Internship program in conjunction with a local public school system, programs with Towson University and other colleges, along with overnight immersion programs for scouts and other youth groups. Additionally, we make the vessel available as a training platform for local, state and federal fire and police agencies.

Section 11 - Our volunteer crew is generally only aboard during two work days each week, so we rely on our alarm systems to keep the ship and artifacts safe during off hours. When crew and visitors are aboard overnight a well functioning fire and smoke detection system is critical for life safety. This project envisions minimizing cost to the extent possible by reusing existing wiring where we can to avoid the labor and material cost of replacement.

Our current radars lack current features such as the ability to identify other vessels, predict point of closest approach and collision avoidance technology. This project includes modern radar, automatic identification system and electronic chart display and information system (ECDIS) which allows us to use electronic charts (maps) since the US Government no longer offers printed charts. ECDIS integrates inputs from these devices and others and greatly enhances safe navigation in the congested waters around Baltimore and the Chesapeake Bay. Because of different USCG regulations for operating in the bay versus the ocean, this upgrade is required if we are to continue our outreach mission in other communities.

Section 12 - Design cost is \$0 since the work is being done by our volunteers. An unknown part of construction costs may include ongoing design/build planning by our vendors.

Section 26 - This section requests building information which does not apply to the ship. Principal dimensions of the SS JOHN W BROWN are:

Length:	441'6"
Beam	57'
Full load draft	27'9"
Full load displacement	14,245tons
Cargo capacity	532,000 square feet