

# Shipyard Committee Report

Date: July 19, 2016

Preliminary tasks necessary to take the ship to the Dorchester Shipyard continue. The key activities and accomplishments were:

- It turns out that the standard dredging period for the Lewes Rehoboth Canal is from October first until the end of December. However, it may be possible to obtain an exception which, if approved, would allow dredging to start on the first of September. We will apply for that exception but it is not certain if or when the exception will be granted. Therefore, our plan is to figure on an early October start for the dredging and the key parties (dredger, tow and shipyard) have been so notified. But, they are all also aware that we may be able to start in September. If we obtain the exception and, if all of the key parties are also able to start earlier, we will start in September.
- When the ship leaves Lewes, it will have to go out on a high tide. We will also need a high tide to get into the Maurice River and the entire tow must be done in daylight hours. Therefore, the ship will have to sit somewhere for an 18 hour layover waiting for the tide cycle. We have a commitment from DRBA that we can use the dock at the ferry terminal where the Kalmar Nyckel ties up for our layovers (both outgoing and return).
- We received a certificate that the Overfalls Foundation is covered by Dorchester Shipyard's insurance policy.
- We obtained a copy of the Foundation's lease with the City and that has been delivered to Evelyn Maurmeyer along with payment for the dredging permit. Timing on the issuance of the dredging permit is impossible to predict but we doubt that we will hear before sometime in August.
- We met with Lt. Hanson and CWO4 Lundgren of the USCG at their Lewes office to explain what we are doing and to see if it was possible to obtain the needed dead tow permit without the marine survey. They then toured the ship and reviewed our marine survey from 2008. They asked us to submit an application for the permit to them and they would forward it to the USCG office in Philadelphia in hopes that the survey would not be required. We have submitted the application complete with a tow plan which the local authorities feel is adequate. We are now waiting for word from Philadelphia.
- We have been in contact with Hick Rowland of Wilmington Tug, Inc. who has again offered to tow the ship pro bono with the Foundation paying for the fuel. He will use the same tug that he used in the last tow.