



NEW YORK HARBOR FOUNDATION
SOUTH STREET SEAPORT MUSEUM
PORT AUTHORITY OF NY & NJ
NEW YORK HARBOR SCHOOL



TWO STATES / ONE PORT

A Collaboration to Relaunch *Lettie G. Howard*



A COLLABORATION TO MOVE THE PORT FORWARD



South Street Seaport Museum, the Port Authority of New York and New Jersey and New York Harbor Foundation have come together in a collaboration to relaunch *Lettie G. Howard* and her educational programming. The goal of this collaboration is to provide students from New York and New Jersey with a platform for learning about the history, science and industry of New York Harbor. Through New York Harbor Foundation's connection to the Urban Assembly New York Harbor School, students and staff from the school will participate in *Lettie G. Howard's* maintenance and operation, serving as her caretakers, her champions and her voice. *Lettie G. Howard* will be the flagship of the Port, and her student crew will be the Port's ambassadors.



Hundreds of students from local New York and New Jersey public schools will potentially participate in these programs, which will include day sails in New York Harbor as well as overnight voyages and longer passages along the Eastern seaboard. Port visits will allow the public from different cities the opportunity to learn about the Port of New York and New Jersey. *Lettie G. Howard* will also be available for some dockside programs offered to the public, thus becoming an important attraction for visitors to the area.

In 2013, after a successful South Street Seaport Museum capital campaign, *Lettie G. Howard* was restored, including critical repairs to her keelson, a structural element that runs from stem to stern, and her mainmast. This spring, New York Harbor Foundation has raised a portion of the funds through their work with the Port Authority of



New York & New Jersey and through a donation from the Schwab Charitable Fund, which was made possible by the generosity of Wendy and Eric Schmidt. Harbor School staff and students along with South Street Seaport Museum volunteers have been working tirelessly this spring in order to get *Lettie* up and running for the operating season. Currently, funding has been secured to run programming for the months of May and June.

Although students and staff from Harbor School as well as other volunteers will serve as *Lettie G. Howard's* primary caretakers during this season, the costs of maintaining and fully operating her on a continuous

basis and into the future are significant. Additional funding will allow *Lettie G. Howard* to run programming from July through to October of this year and will make it possible for *Lettie* to continue and further expand the role that she has played at the South Street Seaport Museum as an education platform for a wide array of topics from marine science to sail handling and as a seagoing ambassador of the rich history and vibrant future of New York Harbor.

FROM BIRTH TO REBIRTH, ABOUT *LETTIE G. HOWARD*



Built in 1893 in Essex, Massachusetts, *Lettie G. Howard* is the last surviving example of the Fredonia-style fishing schooner, a model once in wide use in the western North Atlantic and one of the most popular in the ports of New York and New Jersey. Schooners like *Lettie G. Howard* served New York City's Fulton Fish Market and countless other markets, where their catches went on quite literally to feed the region.



Unlike many "historic" vessels, *Lettie G. Howard* is not a replica. She is an original, lovingly restored 120-year-old wooden Gloucester fishing schooner. Her "fish hold" (now one of the vessel's primary crew sleeping areas) once brimmed with tons of cod, her keel once cut through the icy waters of the North Atlantic, and her bunks once held sleeping sailors and fishermen in repose from their backbreaking and dangerous work.

Lettie G. Howard originally operated out of Gloucester, Massachusetts. After an active life in the fisheries of the Atlantic and Gulf Coasts, she was acquired by the South Street Seaport Museum in 1968 and was designated a National Historic Landmark in 1989. Between 1991 and 1993, the Museum completely restored *Lettie G. Howard* to her original 1893 appearance and outfitted her to accommodate trainees on educational voyages. In 1994, she was certified by the U.S. Coast Guard as a Sailing School Vessel (SSV), allowing her to carry students of all ages as a training ship. From 1994 to 2010, she sailed for the Museum, including in a unique partnership with Harbor School from 2003 to 2008. In 2013, after a successful capital campaign, *Lettie G. Howard* was restored once again, including critical repairs to her keelson, a structural element that runs from stem to stern, and her mainmast.



SPECIFICATIONS

SPARRED LENGTH: 125 ft.
RIG HEIGHT: 91 ft.
LENGTH ON DECK: 83 ft.
FREEBOARD: 4 ft.
DRAFT: 11 ft.

SAIL AREA: 5,017 sq. ft.
BEAM: 21 ft.
ENGINES: twin 85 horsepower diesels
U.S. COAST GUARD CERTIFICATE OF INSPECTION:
Sailing School Vessel (Subchapter R)



EDUCATIONAL OFFERINGS

DAY SAILS

A day sail can accommodate up to 35 students, is typically 3-4 hours and begins with the whole group of trainees receiving a brief introduction to the ship and safety procedures. Day sails often include the whole group setting and retrieving a trawl net, a type of fishing equipment that allows us to sample the organisms in the estuary. Students are then broken into their watches for the day and given an opportunity to haul on lines, raise sail and coil down lines. During the second half of the sail, students stay in their watches and rotate through several activity stations, which include topics such as marine science, navigation, knot tying and mechanical advantage.

OVERNIGHT SAILS

Overnights are an opportunity for smaller groups of 10-12 students to become trainees and have a more in-depth experience aboard *Lettie*. Students are broken into watches and assigned a crewmember as a watch leader with whom they work closely on all assigned tasks. With the help of their watch leader, students are given responsibilities such as, conducting boat checks, navigating, sail handling and standing watch. *Lettie* will usually spend the night at anchor, giving students an opportunity to debrief the day and reflect in written journal entries. All students are assigned a rotation of anchor watch throughout the night.

WEEK-LONG SAILS

Week-long sails aboard *Lettie* take the trainees' level of involvement and responsibility yet a step further. In addition to the activities and responsibilities experienced during a day sail or overnight sail, trainees are required to participate more fully in the daily running of the ship. On the housekeeping side of things, trainees do daily chores and participate in preparing meals. On deck, trainees take part in decision-making as to the ship's course and destination and are part of any maintenance, repair or engine work that needs to happen throughout the week. Finally, trainees are listed on the emergency station bill and play a key role in regular emergency drills.

One thing that is undeniable about any length of time aboard *Lettie G. Howard* is that the experience instills in the students the ethic of teamwork and stewardship.

2014 SAILING SEASON: PROPOSED PROGRAMMING

Throughout the operating season, Vessel Operations and Marine Systems Technology students from New York Harbor School will continue to work on *Lettie*, which will include pump outs, logistics, regular maintenance, training operations, etc.

FUNDS SECURED



MAY

- Harbor School day sails for 9th grade Introduction to New York Harbor Class
- Harbor School student weekend overnights
- Harbor School & Harbor Foundation staff training day sail/overnight
- South Street Seaport Museum member sail & volunteer training sails
- Event: Port Authority Press event, New York, NY – May 12th

JUNE

- Harbor School & MAST Academy student weekend overnight
- Harbor School Career and Technical Education (CTE) Program day sails
- Harbor Foundation Billion Oyster Project day sails
- New Jersey middle or high school 4-hour day sails
- Dockside programming
- South Street Seaport Museum Appreciation Sail for *Lettie* donors
- South Street Seaport Museum member sail & volunteer training sails
- Event: Clearwater's Hudson River Revival, Croton-on-Hudson, NY – June 20th-22nd

FUNDS NEEDED



JULY

- Harbor School Indock Program overnights for incoming 9th graders
- Dockside programming
- South Street Seaport Museum member sail & volunteer training sails
- Event: City of Water Day, New York, NY – July 19th

AUGUST

- Harbor School "SAIL" (Student Advisors In Learning) training sail
- Harbor School "Summer of Sail" week-long programs
- South Street Seaport Museum member sail & volunteer training sails
- Event: Gloucester Schooner Festival, Gloucester, MA – August 29th-31st

SEPTEMBER

- Harbor School day sails for 9th grade Introduction to New York Harbor Class
- Harbor School student weekend overnights
- New Jersey middle or high school 4-hour day sails
- Dockside programming
- South Street Seaport Museum member sail & volunteer training sails
- Event: New York Harbor Foundation Regatta, New York, NY – September 19th

OCTOBER

- Harbor School Career and Technical Education (CTE) Program day sails
- Harbor School & New York Harbor Foundation staff training day sails
- Harbor School & MAST Academy student weekend overnight
- South Street Seaport Museum member sail & volunteer training sails
- Event: Great Chesapeake Bay Schooner Race, Baltimore, MD – October 19th

WORKING ON
LETTIE IS AMAZING.
YOU'RE REPAIRING
THIS OLD BOAT,
DOING SOMETHING
REAL, AND YOU
LEARN SOMETHING
NEW EVERY DAY.

WILLIAM WOLF '16



ABOUT THE COLLABORATORS

SOUTH STREET SEAPORT MUSEUM

South Street Seaport Museum is a non-profit cultural institution preserving and promoting the historic district of South Street Seaport in New York City. Founded in 1967, the South Street Seaport Museum celebrates the rich maritime history of NYC's 19th-century waterfront and is dedicated to telling the vital story of the foundation of New York and its role in the development of the United States of America. The Museum preserves and interprets the history of New York City as a world port – a place where goods, labor and cultures are exchanged through work, commerce and the interaction of diverse communities. Designated by Congress as America's National Maritime Museum, the Museum is located in a 12 square-block historic district on the East River in Lower Manhattan, the site of the original port of New York City. The Museum houses a working nineteenth-century print shop, a maritime library, a maritime craft center, a working pier, and the largest privately-owned fleet of historic ships in the country.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

The Port Authority of NY & NJ builds, operates, and maintains critical transportation and trade assets. Its network of aviation, rail, surface transportation and seaport facilities annually moves millions of people and transports vital cargo throughout the New York/New Jersey region.

The Port of New York and New Jersey is the gateway to one of the most concentrated and affluent consumer markets in the world.

The Port of New York and New Jersey is the largest port on the East Coast of North America, and the third largest in our nation, behind only Los Angeles and Long Beach, CA. Our port supports more than 279,200 jobs representing nearly \$12 billion in annual wages. Many of these jobs are allotted to increasingly scarce high-quality skilled trades. Meanwhile, the port generates more than \$5 billion in annual tax revenues to state and local governments.

The Port of New York and New Jersey handles every type of cargo imaginable – containers, roll on-roll off automobiles (Ro-Ro), liquid and dry bulk, breakbulk and

specialized project cargo. Within the New York/New Jersey region, there is a wide selection of freight forwarders, brokers, financial firms, and port services. Cargo shipped through our port can reach the 80 million consumers in the New York/New Jersey metropolitan area or the growing markets of the Midwest, New England or Eastern Canada, by our fast and efficient access to roadways and rail. Since 2000, the Port Authority has invested \$2 billion to prepare the region's port for future growth. Whether through deepening maritime channels, improving our terminal's size and efficiency, working with academics to develop the next generation of maritime executives and employees in the region, or planning for future regional transportation needs, the Port Authority works to assure that cargo will continue moving through our port in the future.

NEW YORK HARBOR FOUNDATION

New York Harbor Foundation is a non-profit organization dedicated to improving the condition of, and promoting access to and education about New York Harbor. The Foundation was originally created in 2010 to support the Urban Assembly New York Harbor School, and most of the Foundation's work still is carried out through Harbor School. The Harbor Foundation's partnership with Harbor School has made it possible for the school to offer a unique array of educational, professional and environmental programs designed to engage New York City students in the stewardship of New York Harbor.

NEW YORK HARBOR SCHOOL

The mission of Harbor School is to provide a college-preparatory education built upon New York City's maritime experience that instills in students the ethics of environmental stewardship and the skills associated with careers on the water.

Located on Governors Island in the heart of New York Harbor and accessible only by ferry, Harbor School offers a unique, on-water learning experience for all its students.

Students learn to build and operate boats; spawn and harvest millions of oysters; design submersible, remotely-operated vehicles; conduct real-life research; and dive underwater. Students go on trips, tour colleges, hear and learn from experts in science and industry, and participate in the school's on-going oyster restoration research program.



ANNUAL EXPENSE BUDGET

The budget represents a typical year's operations and maintenance. This includes programming during a sailing season from April through October, which involves dockside programs, day programs, overnight programs, week-long programs and one or two longer trips. Maintenance will be conducted both during the sailing season (traditionally on Mondays when the vessel is at her home port) and during the November-to-March maintenance season.

Personnel: The proposed budget includes year-round salaries for a U.S. Coast Guard-licensed Master and Chief Mate as well as a shoreside administrator/marketer. The Master is expected to have a teaching background in addition to appropriate sailing experience and qualifications. Seasonal crew will include a U.S. Coast Guard-licensed relief captain, a second mate/engineer, two deckhands, an educator and a cook, all from April through October. In addition, standard benefits for year-round employees, as well as appropriate insurance (Jones Act, Workers Compensation) for all employees are estimated at 20% of salary costs.

Maintenance Materials and Third-Party Services: Constant and regular maintenance is critical to the safe operation of any vessel, but it is particularly important for a wooden ship like *Lettie G. Howard*, because deferred maintenance can become very costly. Major maintenance items include an annual shipyard period to maintain the exterior hull below the waterline and address any structural issues, replacement or maintenance of standing and running rigging, painting, carpentry and engineering services. Because a historic

wooden vessel can be expected to require occasional costly major repairs, a substantial maintenance contingency is included.

Insurance: The budget includes liability and hull insurance for the vessel, with premiums estimated based on experiences of similar vessels with similar programming.

Fuel: *Lettie G. Howard* has two diesel engines and a diesel generator. Consumption of fuel is subject to programming and weather conditions. Costs have been estimated based on current marine diesel prices, which can vary significantly depending on market conditions, location and other factors.

Provisioning: When operating during the sailing season, the vessel will provide up to three meals, various snacks and drinking water for all crew, and on overnight or longer programs, all personnel on board.

Dockage: The budget includes the cost of dockage at Atlantic Basin in Brooklyn.

Consumable Supplies: The vessel requires various supplies for her mechanical systems such as lubricants, electrical supplies and filters.

Miscellaneous: Other expenses include laundry for the ship's linens and full-time crew during sailing season, dockage, U.S. Coast Guard inspection fees, logbooks, reference books, charts and petty cash.

ANNUAL EXPENSE BUDGET

Personnel (vessel crew and shore staff)	\$272,880
Maintenance materials	40,850
Third-party services (engineering, yard)	35,000
Insurance	34,800
Fuel	32,490
Provisioning	25,000
Dockage	7,500
Consumable supplies	3,000
Miscellaneous	7,250
Total	\$458,770





THE PORT AUTHORITY
OF NY & NJ

