

U.S.S. DES MOINES (CA-134)

LAKEFRONT DEVELOPMENT ADVISORY COMMISSION PRESENTATION

9 FEBRUARY 2005



Milwaukee – USS Des Moines Historic Naval Ship Project, Inc.
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**Milwaukee - USS Des Moines Historic Naval Ship
Project, Inc.
Post Office Box 144
Greendale, Wisconsin 53129-0144**



06 February 2005

Lakefront Development Advisory Commission
Milwaukee County Courthouse – Room 201
901 North 9TH Street
Milwaukee, Wisconsin 53233

Dear Commissioner:

The mission of the Milwaukee – USS Des Moines Historic Naval Ship Project, Inc. is to preserve the Navy’s heavy cruiser USS Des Moines (CA134) for future generations and to bring her to Milwaukee County’s Veterans Park to serve as a Naval museum, to educate young Americans, to serve as a tourist attraction, and as a splendid memorial for **all veterans** including those who served during the “cold war.” The ship will also be available for use as a Disaster Recovery Command Post, an emergency shelter and/or a hospital during local, state and/or national disasters or terrorist attacks.

Each of you have been provided with a copy of our Business Plan, have seen our Power Point Presentation and are generally familiar with our overall objectives. By this document, we start to provide additional detailed information in response to:

LDAC’s Criteria
Public Trust Doctrine
Specific LDAC Questions

As we proceed through the LDAC Review Process, it should be pointed out that while there are many good reasons for bringing the USS Des Moines to Milwaukee, one of the major incentives is the economic impact that the ship will have on the Greater Milwaukee Community. With as few as 150,000 visitors, we estimate the impact will be 19 plus million dollars on an annual basis! Even before the ship arrives, substantial funds will be spent locally to perform the engineering studies/surveys, complete the dredging and constructing the mooring facilities to provide safe dockage for the ship. In achieving this, we are asking for **no** Milwaukee city or county funds and in the **unlikely** event that the project were to fail, the Navy requires that we have the funds reserved up front to remove the ship at no cost to the federal government. As part of our package, we would agree

that these reserved funds would be used to remove the ship at no cost to the city, county or state governments as well.

With jobs leaving Milwaukee at an alarming rate, here is an opportunity for a Milwaukee 501 C(3) charitable organization to directly employ a museum staff of 20 and by leverage many more in the tourist industry without expending any city or county funds and at no risk to either governmental entity. All we are asking is that Milwaukee County negotiates a lease contingent on the Des Moines Project raising the required funds and securing all required governmental approvals.

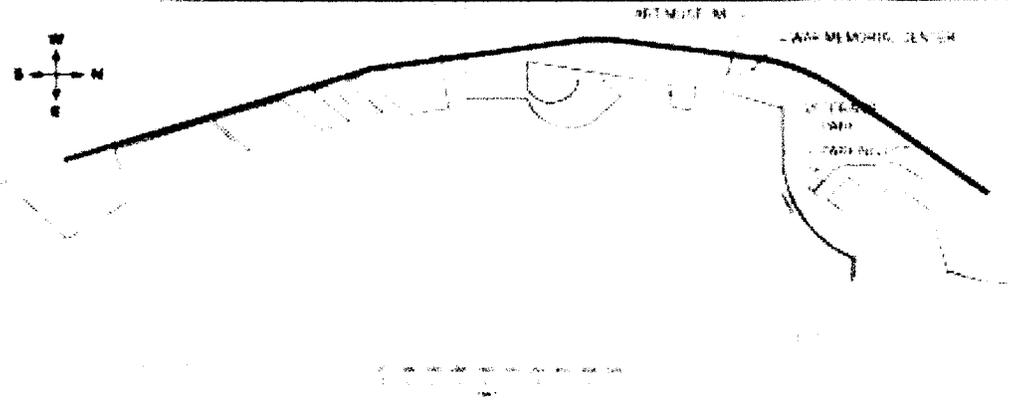
Others have suggested that the USS Des Moines be berthed at some location other than Veterans Park. We have done some investigation and have come to the conclusion that Veterans Park is the only location for berthing the ship inside Milwaukee's outer breakwater. To back up this statement, we have enclosed a copy of a letter from Milwaukee Port Director Ken Salami dated 22 April 2003 in which he states "I can advise that as an active commercial port, the Board of Harbor Commissioners has no berth under its jurisdiction suitable for the permanent display of a vessel the size and type of the Des Moines. Further, it is my professional opinion that no suitable berth for the vessel exists in the river system of the City of Milwaukee, again due to vessel size." Those that say they are for the USS Des Moines project providing the ship is berthed somewhere else are really misleading the public in regard to their project support. There appears to be no other location for the ship in Milwaukee and **if you are against berthing the ship at Veterans Park, you are against the project!**

One of the frustrations of our organization is that the opposition has misrepresented our position on many of the issues that they raise. These misrepresentations have appeared in print and on the radio to our detriment. We have countered these misrepresentations with our Point and Counterpoint Position Paper and each of you should have received a copy of this paper. Many of their points are really a stretch and defy logic or common sense. After viewing the following photograph and chart, it is hard to see how sailing winds, sail boating, migrating birds, kite flying, rollerblading, star gazing, fishing and other lakefront activities will be adversely impacted by the USS Des Moines. As a matter of fact, two shore fishing clubs have endorsed the project. In spite of oppositional claims, with the Corps of Engineers, DNR, EPA, Milwaukee County, City of Milwaukee and other regulatory agencies involved, it is hard to imagine that the ship will pose an environmental hazard to the lake, the nearby land or ship visitors.

USS Des Moines at Veterans Park



Current Lakefront Activities



Sailing

- Sailing Area = 1,240 acres
- Ship Area = .9 acres

• Walking

- Shoreline Perimeter = 32,210 feet (High Speed Ferry Landing to start of McKinley Marina)
- Ship Length = 716.5 feet

• Flying Kites

• Picnicking

• Roller Skating

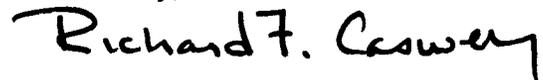
• Fishing

We would ask that the commission study our position carefully as you weigh the oppositional charges that have been raised and that you base your decisions on an objective rather than an emotional analysis in regard to berthing the USS Des Moines at Veterans Park.

In May 2005, the Navy will review our project progress. If they are satisfied, they will extend the donation hold on the USS Des Moines through May 2006. If they are dissatisfied, they will either cut her up for scrap or sink her as a target ship. By now we had hoped to have had the contingent lease negotiated and be engaged in serious fund raising. Due to the delays caused by the Milwaukee County Pension Scandal, the Lakefront Task Force Vision Study and the slow startup of LDAC, the contingent lease will not be finalized by May. What can happen is that LDAC can move the project to the Milwaukee County Parks Committee with hopefully a favorable endorsement of the project. Our objective for the Milwaukee County Board now is to pass a resolution tasking the Parks Department to commence negotiating a Contingent Lease with the Des Moines Project for berthing the ship at Veterans Park. While these negotiations are underway, our Naval Consultant's firm, which is now under contract, will be preparing the Navy Application for ship donation. In that process, the scope of the project will become more defined and the various issues and concerns investigated, This knowledge as it is gained can be incorporated in the Contingent Lease so that when the donation application is ready to be submitted to the Navy, the Contingent Lease will have been approved by the Milwaukee County Board and County Executive. If Milwaukee County does not approve the Contingent Lease, the project is dead and there would be no point in submitting the application.

We trust that this letter and the documents that we provide will enable LDAC to provide a favorable endorsement on the Des Moines Project as it passes the project on to the Milwaukee County Parks Committee. Regardless of LDAC's recommendation, we believe that the Des Moines project has much to offer the City and County of Milwaukee. We will continue to seek project approval by requesting the Milwaukee County Board and County Executive to approve a resolution tasking the Milwaukee County Parks Department to negotiate a Contingent Lease with us to berth the USS Des Moines at Milwaukee County's Veterans Park.

Sincerely,



Richard F. Caswell
CAPT, CEC, USNR (RET)
President

Enclosures

LAKEFRONT DEVELOPMENT ADVISORY COMMISSION CRITERIA

Principle 1: Conform to current laws and regulations and respect adopted plans

Criteria: How does the proposal conform to each of the following?

1.1 “A Plan for Milwaukee's Lakefront” – The proposal is in conformance with many aspects of the plan. It need not be in conformance with all aspects. It states “that in some circumstances two or more of these policies and the values they represent may be in conflict. In such instances, the task force endorses a balancing of the competing values, rather than the rejection of one or more policies.” (page 9)

- Access to all parts of the study area will not be available at all times and in all circumstances (page 5).
- The plan provides for protecting the public from hazards as well as protecting property from theft and vandalism (page 5) which would allow the minimal fencing required to prevent unauthorized access to the ship and mooring and utility systems.
- The task force recognized the then current and planned museums as assets and facilities which should continue in the study area in the future. Museums both contribute to and gain from a location near the lakefront. They attract some visitors to the lakefront who would otherwise not come and they attract visitors during the “off-season,” and their location provides a supplemental reason for people to visit them. The USS Des Moines itself will be a museum as well as contain museum artifacts relating to our nations military history and fit well with this value. Though the plan states that new museum development should not use public land at the water's edge, it states “a maritime museum would be “water related” and an acceptable water's edge use.” (page 6) The USS Des Moines itself will be a museum as well as contain museum artifacts relating to our nations military history and fit well with this value. Additionally, the ship itself will occupy no land and a minute portion of the harbor and finally, the USS Des Moines being a ship requires location in water..
- As is the case with festivals, visitors not only have nearby parking currently available, but “they can tap downtown parking supply and transit routes.” (page 8)
- The plan “believes the use of the waterfront by a diverse mix of people is essential” and “that the lakefront is owned by everyone.” (page 8) The USS Des Moines will appeal to this mix of people. Those who live within view of the lake are a miniscule portion of the county's population and should not have an overriding influence on the decision to moor the ship at Veterans Park. The same is true of the anti-military activists and environmental extremists. The USS Des Moines project is highly aware of its responsibility to protect the environment and will take all appropriate steps to do so. Though some incorrectly view the ship as a rusty, grey impediment to the lakefront, many more view it as a striking monument to our nations ship building capabilities toward the end of World War II, and to the sailors and marines who served our nation during the cold war as well actual wartime.
- There is minimal conflict with the recommended policy regarding accessibility. Access to the waters edge will be minimally restricted only to provide for safety and security. The basically east/west orientation of the ship primarily restricts the view towards the south from directly north of the ship. No new parking lots are requested. Currently available parking is adequate most of the year. If necessary, shuttles from nearby parking sites such as the lots used by Summerfest or the O'Donnell Parking

Structure will be utilized. There are no conflicts with other aspects of accessibility. (pages 9&10)

- There are no conflicts with the recommended policy regarding Recreation and Open Space. The project is consistent with the recommendations to “provide a variety of options for passive and active recreation”; “giving water related recreation priority to the water’s edge in the lakefront parklands” and encouraging “facilities and programming in the lakefront parklands which bring activity to the lakefront in the evenings and the cold weather months.” (page 10)
- The project is consistent with the Development and Land Use recommendations. The project enhances the economic well being of the Milwaukee community. It will utilize local businesses for services. It will employ local personnel. It will draw tourists from through the Midwest, as there are no similar attractions closer than Buffalo, New York , east, west and golf coast. The recommendations call for new cultural facilities located on parklands “to be concentrated in a district surrounding and including the War Memorial/Art Museum...” (page 11)
- Though rejected by the county, the task force endorsed the extension of transit service along Lincoln Memorial Drive and exploring alternative transit modes such as privately operated jitney service. With the new development of the Pier Wisconsin, Discovery World museum, Indian Cultural Center and proposed America’s Freedom Center this recommendation may be revisited. Regardless, if necessary the USS Des Moines Project would consider providing transit service from nearby remote parking sites. (page 14)
- The USS Des Moines project would contribute to a concentration of cultural facilities and the creation of a public image of the area as a secondary “cultural campus” as recommended by the plan. The project also meets the exception allowing for a maritime museum being east of Lincoln Memorial Drive. Though these recommendations come under the “Downtown Waterfront” section of the plan, the proposed site of the ship is on the joint border with the “Northside Parklands” section and should logically apply. (pages 14 & 15)
- In adopting the Plan, Milwaukee County stated “The prohibition of new structures within the first 60 feet of the shoreline is too broad and restrictive. While sightlines and access remain important, the potential benefits of any new structures should be established based on their own merit.” (page 41)

1.2 "McKinley Park Plan' – Though there are some conflicts in the plan, it was developed before the USS Des Moines project was proposed and contains nothing that would intrinsically prohibit the USS Des Moines project. In fact, there are some sections that would encourage such a project.

- The plan states “It must be recognized that the legitimate, but sometimes conflicting interests of the diverse cross-section of stakeholders using the marina and surrounding park may never be resolved to the full satisfaction of all parties.” (page 6) Furthermore, “The Planning Team ...believes that legitimate waterside and water related uses do exist that require restriction of the public’s access to the waters edge. Life, safety and security issues must also be considered.” (page 11, sec. 1.8.2) The establishment of the USS Des Moines as a memorial to veterans, a museum, a tourist attraction and an educational platform is a legitimate interest. The fact that the ship is at the waters edge is unavoidable. However the general context of the ”water’s edge” is on the land at the water’s edge, but the ship will actually be in the water, a few yards from the water’s edge. Minimal restriction to access of the water’s edge from land will be to ensure safety to the public and security for access to the ship and those minimal services required to moor and

support the ship. According to both the previous Director and current acting Municipal Port Director, there is no other berth, other than the Veterans Park site, suitable for the ship in the Milwaukee Harbor.

- Of the 12,350 lineal feet of water's edge in the Plan area, 8,450 lineal feet are currently publicly accessible. "The opportunities for access to the immediate water's edge throughout much of the study area is already abundant." (page 63 sec. 2.13.1) The plan calls for increasing these opportunities by redesigning the access to piers and docks.
- Water service is currently satisfactory in Veterans Park. Greater capacity pumps may be needed for the sanitary sewer system and electrical service capacity may need to be increased. (page 61 sec 2.12) The USS Des Moines project will pay for needed improvements in these utilities to accommodate the ship.
- Improvements at the "Art Museum, Municipal Pier and Summerfest Grounds are significant contributions to the improvement of Milwaukee's lakefront. They will encourage an even greater public use of the lakefront than presently exists." These improvements present "a tremendous opportunity to create synergism between them and the proposed plan for McKinley Marina, McKinley Park and Veterans Park. (page 13 sec, 1.8.5) The USS Des Moines Project will also contribute to these goals.
- "During a substantial part of the year, parking for both the water-related user and the general public is adequate." "...the parking lots throughout the park should first serve the boaters, park users, and the general public. The parking needs of special interest groups" (UWM parking "can still be accommodated, but .. parking space devoted to their use should be reduced. (page 50 sec. 2.8.1) The South Section Public Parking Lot has 108 spaces and is used for UWM parking. If UWM parking was restricted to the several other lots currently used for UWM parking, this public lot would be available for ship visitors, park users and the general public. There is additional parking along the ½ mile Lagoon Drive and at certain times the special event grass parking which will hold 2,300 vehicles.
- The Plan calls for improvements to the Harbor Edge Promenade. (page 100 sec. 3.12.1) The USS Des Moines project will pay for the replacement the Promenade in the area of the ship where it is disturbed by the projects implementation.
- Public transit to the area is "essential to the establishment of the synergistic relationships that are the intent of this Plan." "Bus service along N. Lincoln Memorial Drive and restoration of the trolley service will contribute to the success of this plan." Though in past, these services have not proven economical, with the new developments in the area, this may change. Regardless, the USS Des Moines project would consider operating shuttle service to nearby areas, hopefully in conjunction with the other attractions in the area.

1.3 The Public Trust Doctrine

1.3.1 DNR maps of deed restrictions –

1.4 City of Milwaukee Zoning Ordinances – There should be no problems in this area.

1.5 State and County deed restrictions – There are no conflicts with State and County deed restrictions.

1.6 "Aquatic Plant Management Plan for McKinley and Surrounding Areas including the Basin at Milwaukee Lakeshore State Park" – The only relevant part of this Plan concerns aquatic invasive concerns. As the ship will be arriving fresh out of dry dock with a clean hull there should be no problems in this area.

Principle 2: Encourage active and passive recreation, consistent with, but not limited to, existing uses

Criteria: How does the proposal encourage each of the following?

2.1 Goal: Encourage water-related recreational activities including Fishing, Boating, Swimming and Windsurfing/Sailboarding/Surfing --In that touring a historic United States Navy ship (ships being intrinsically water related) is an activity which meets the following definitions of recreation, this goal is met. Recreation is an enjoyable leisure activity, one that diverts, amuses or stimulates and is an activity that renews your health and spirits by enjoyment and relaxation.

2.2 Goal: Encourage organized recreational activities

2.2.1 Formally programmed activities

2.2.2 Special events

2.3 Goal: Encourage unorganized recreational activities, including (a) Kite flying, (b) Sun bathing, (c) Picnicking, (d) In-line skating, (e) Jogging/running/power walking, (f) Biking, (g) Playground playing, and (h) Tennis – The USS Des Moines project will not interfere with any of these activities. Unskilled kite flyers would be wise to use the more northern areas of Veterans Park, but they could still fly kites there if they desire.

2.4 Goal: Encourage non-activities, including (a) Strolling, (b) Appreciating nature, (c) Moon gazing, (d) Handholding, (e) Writing and studying, (f) Sitting around, (g) Socializing, (h) Contemplating, (i) People watching, and (j) Doing nothing at all – The USS Des Moines project would not interfere with any of these activities. The ship would provide an inspiring view for some while sitting on the grass, doing nothing at all.

Principle 3: Preserve and protect the scenic and natural beauty of the lakefront.

Criteria: How does the proposal accomplish each of the following?

3.1 Goal: Assure that any buildings that are built, rehabilitated or replaced are designed to high quality standards – The project does not anticipate erecting any buildings. The ship will arrive after being extensively refurbished to high standards in dry dock and be maintained to high standards. This is a requirement of the Navy, which will conduct periodic inspections. There will be financing in escrow to return the ship to the Navy should the ship not be maintained to those high standards.

3.2. Goal: Assure that any buildings that are built, rehabilitated or replaced are designed to maintain vistas and site lines of the lake – The orientation of the ship, basically east/west, minimizes the obstruction of views caused by the ship. The view to the south which encompasses the Hoan Bridge, the sewage treatment facility and the city shoreline in the distance, would only be restricted from directly north of the ship. From anywhere in the park, the Art Museum and the War Memorial Center are viewable. From the Art Museum and the War Memorial Center the green area of the park is visible.

3.3. Goal: Discourage large surface parking lots – No new parking lots are required.

3.4. Goal: Maintain high quality grounds maintenance – The project will maintain the limited grounds it controls to standards compatible with the park.

3.5. Goal: Encourage high quality landscaping – The project will landscape any shoreline disturbed by preparing the ship for mooring.

3.6. Goal: Encourage preservation and creation of natural areas – The project will not encroach on any natural area.

3.7. Goal: Encourage practices that promote clean water – The ship will have no overboard discharges. All tanks will be drained and cleaned prior to the ships arrival.

3.8. Goal: Discourage air pollution – The ship will not create any air pollution.

3.9. Goal: Discourage noise pollution – The ship will create minimal noise pollution.

3.10 Goal: Discourage increased traffic congestion – The ship should have little effect on traffic congestion.

3.10.1. Criterion: What will the impact of the development be on parking needs and traffic and pedestrian flow? – Existing parking in the lot adjacent to the ship, would be available much of the time if UWM parking were restricted to the other nearby UWM parking lots. There is often parking available along the Lagoon Drive within easy walking distance from the ship. There are also frequently empty parking spots in the War Memorial parking lot. The O'Donnell Parking Structure is within a 10 to 15 minute walk. If necessary the project could provide shuttle service between the O'Donnell Parking Structure or another nearby lot such as that near the Summerfest grounds. There should be little impact on traffic and pedestrian flow.

3.11 Goal: Discourage litter – The project will maintain clean surroundings.

Principle 4: Provide access throughout the lakefront and especially to the water's edge by all Milwaukee County residents and visitors.

Criteria: How does the project provide access to each of the following?

4.1. Goal: Walkers – Not applicable.

4.2. Goal: Bikers – Not applicable.

4.3. Goal: Public transit users – Not applicable.

4.4. Goal: Persons with disabilities – The ship will be made as ADA accessible as possible consistent with safety and the constraints of ship construction.

4.5. Goal: Persons in or on motor vehicles – Not applicable.

4.6. Goal: Persons with boats or other flotation devices – Not applicable.

4.7. Goal: Persons who need bathrooms, changing rooms, showers, lockers – Required facilities for visitors will be provided aboard the ship.

4.8. Goal: Persons who need to rent recreational equipment – Not applicable.

4.9. Goal: Persons who need to buy something to eat and drink – A snack area may be provided aboard the ship. When more substantial meals are required, a catering service will be used.

4.9.1. Criterion: See Table 1 in "A Plan for Milwaukee's Lakefront" for possible food service facilities – Not applicable.

4.10. Goal: Persons in casual or sport clothing

4.10.1. Criterion: Can people enter areas and facilities in typical lakefront or sport attire? --For safety reasons, appropriate footwear will be required. Otherwise there should be no problems with any form of dress.

4.11. Goal: Persons of all socio-economic and cultural groups and preferences – The project will encourage visitation by all.

4.12. Goal: Milwaukee County residents – The ship will be marketed to Milwaukee County residents. Provisions will be made for visits by school groups and for overnight stays by various youth groups. Educational programs will be developed for both youth groups and adults.

4.13. Goal: Visitors to Milwaukee – The ship will be marketed to the whole state of Wisconsin as well as adjoining states. It should have significant tourism from Chicago and Iowa. The Great Lakes Naval Training Center will provide a continually changing stream of visitors. The ship will draw reunions of military groups, especially ship reunions.

4.14. Goal: Those who travel by wing, fin, or on all four legs – It will undoubtedly provide perches for birds and structure to attract fish.

Principle 5: Recognize the unique opportunities of different parts of the lakefront and allow only projects that must be at the lakefront.

5.1 Goal: Budget the allocation of lakefront lands carefully because there is only a fixed amount of it

5.1.1. Criterion: How much land is required? – No more than 1 acre.

5.1.2. Criterion: How much shoreline? – About 1000 feet, but most of this shoreline will still be assessable to the public..

5.1.3. Criterion: What is there now? – The harbor edge promenade, which will be moved slightly to the south where necessary where necessary..

5.2. Goal: Preserve our lake Michigan heritage and leave a legacy for the future

5.2.1. Criterion: How does the proposal convey our Great lakes history – Not applicable.

5.2.2. Criterion: How does the proposal serve future generations? – It will serve to honor those who served in the Navy and other services of the United States Military in peace time as well as wartime. It will serve as a unique teaching platform to instill an appreciation of United States history to youth groups. It will serve as a museum of military related artifacts. It will continue to bring tourists to Milwaukee benefiting Milwaukee's economy.

5.3. Goal: Preserve the traditional open space and recreational role of parkland – It will have minimal effect on the traditional open space and recreational role of parkland as the ship itself will be in the water.

5.3.1. Criterion: Will the project protect low-intensity areas from overuse? – It will have no effect on low-intensity areas.

5.4. Goal: Direct more intensive facilities to parts of the lakefront that are already developed such as Municipal Pier and the Maier festival grounds – According to the past Municipal Port Director and current acting Director, there is no other area of the harbor or river to moor the ship.

5.4.1. Criterion: What is the land used for now? – The ship will be in the water, adjacent to the park land. The only land used will be a narrow strip alongside the sheetwall to provide for mooring the ship and housing necessary utilities to serve the ship. That land is primarily the location of the Promenade which is used for walking, skating etc. and a drive for police and utility vehicles servicing the park. The USS Des Moines project will relocate the Promenade a

few yards north of its current position as needed to provide a safe and aesthetically pleasing route past the ship.

5.5. Goal: Only approve developments at the lakefront that must be at the lakefront to achieve their purpose – See item 5.4.

5.5.1. Criterion: Could the project be located elsewhere? Why must the project be located at the lakefront? – See item 5.4.

5.6. Goal: Preserve and promote space for temporary uses

5.6.1. Criterion: How long will the use be in place? – Until a long term lease with the county expires, or until the project fails, whereupon funds will have been put aside to return the ship to the Navy. The Navy will periodically inspect the ship to ensure the ship reflects the high standards of a Navy owned historic ship. If the ship does not meet these standards, it will also be returned to the Navy.

5.6.2. Criterion: What impact will the project have on the availability of space for temporary uses? – The space occupied by the ship, mooring system, and brows will be unavailable for temporary uses.

5.7. Goal: Any buildings or structures should be evaluated with the long view in mind – No buildings are contemplated.

5.7.1. Criterion: What happens when the current proposed water-related activity ends? – The ship will be returned to the Navy.

5.7.2. Criterion: What happens when this or nearby facilities need to expand? – As the activities involved in this project are all aboard the ship, no expansion is foreseen. If there is need to expand the few small nearby facilities, they should be able to do so with no interference from the project.

5.7.3. Criterion: How well will this proposal serve the vision for Milwaukee's lakefront when another facility is proposed nearby? – It will continue to enhance the synergism between the current activities in the area as described in the Plan for the Phased Development of McKinley Marina, McKinley Park and Veterans Park, if the new facility is compatible with them.

5.7.4. Criterion: Does the proposal have a viable business plan? – Yes, it has been provided to the Commission.

5.7.5. Criterion: Does the sponsoring organization have adequate resources? -- The reason the project is asking for a contingent lease is that without a berth for the ship, major fundraising is impossible. With the lease, fundraising will not only be concentrated locally, but nationwide. There is already nationwide support for the project as evidenced by the cards of support the organization has collected. Strong support is anticipated from the State of Iowa in general and the city of Des Moines in particular..

5.7.6. Criterion: Will the project require future public investment? – The project will accept state and federal grants, but is not counting on them. It is not asking for any local public investment. If the project can not be successful without local public investment, the ship will be returned to the Navy, utilizing funds held in escrow for that purpose.

5.8. Assure that new facilities complement existing facilities

5.8.1. Criterion: Does the proposal complement existing facilities? – Yes, it complements the nearby Pier Wisconsin project, a maritime museum; the War Memorial honoring World War II and Korean War veterans; the proposed Freedom Center, a high tech museum dedicated to military history in the 20th and 21 century; the proposed Indian Cultural center and the Vietnam Veterans Memorial and the Art Museum. It is fitting that Veteran's Park, be the site of a historic naval ship. It will not distract from the many activities that go on in the park. Though it will block the view of the Hoan Bridge, the waste treatment facility and the city to the south from the area directly north of the ship, there are significant amounts of shoreline from which the view to the south is unobstructed. It is important to note that to many, viewing the ship is an inspiring and enjoyable activity.

LAKEFRONT DEVELOPMENT ADVISORY COMMISSION

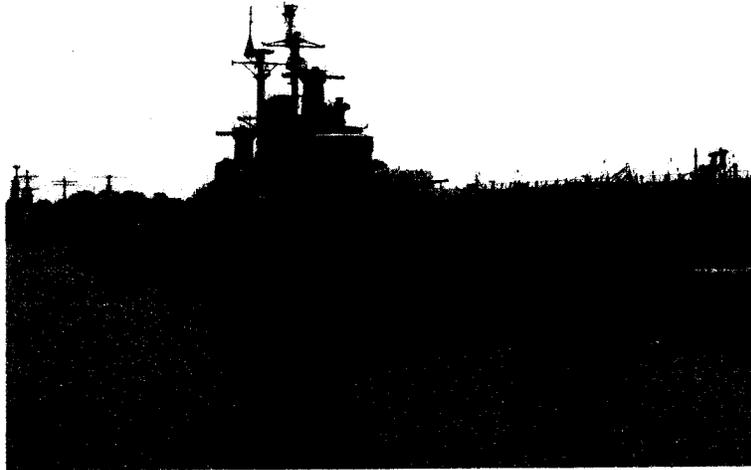
PUBLIC TRUST DOCTRINE

1.3 The Public Trust Doctrine – The USS Des Moines projects meets the requirements of the Public Trust Doctrine.

- The public trust doctrine includes recreational water uses as valid. As a ship is intrinsically water related, and touring the ship and the museum artifacts it contains is a recreational use, this requirement is satisfied. Additional recreational uses of the ship are the overnight stays for youth groups as part of an educational experience.
- The county charges for boat launching to cover the cost of maintaining the infrastructure. The sailing club charges to cover its costs. The kite, bike and paddleboat concessions charge for their services. The USS Des Moines project, a qualified 501 C 3 non-profit organization, will only charge enough to maintain the ship and improve its facilities and collections.
- The 1989 DNR memorandum to District Directors states “such development must be connected to ... public recreation with the use or enjoyment of the waterway. The primary purpose of the USS Des Moines project is not to satisfy a private interest, but to provide a recreational, educational, and patriotic experience to the general public.
- The 1997 Wisconsin Act 70 states that the land “may be used for park, recreational, marina and other related purposes and may include the construction and maintenance of buildings, boat ramps or slips, boat moorings, boat basins, docks, wharves and other structures that provide protection or security.” The land based improvements required by the USS Des Moines project fall under these guidelines. The project will minimize use of land in the park.
- The USS Des Moines project qualifies as allowed use due to its recreational purposes. Various dictionary definitions of recreational purposes are:
 1. an activity that a person takes part in for pleasure or relaxation rather than as work
 2. refreshment of the strength and spirits after toil
 3. a means of getting diversion or entertainment
 4. refreshment by means of some pastime, agreeable exercise, or the like
 5. a pastime, diversion, exercise, or other resource affording relaxation and enjoyment.

1.3.1 DNR maps of deed restrictions – The Des Moines project falls under the deed restrictions, but complies with them because of its recreational and water related nature.

QUESTIONS FOR THE MILWAUKEE – USS DES MOINES HISTORIC NAVAL SHIP PROJECT



U.S.S. DES MOINES at her berth at the Philadelphia Naval Shipyard.

DEVELOPMENT CONSIDERATIONS & SCHEDULE

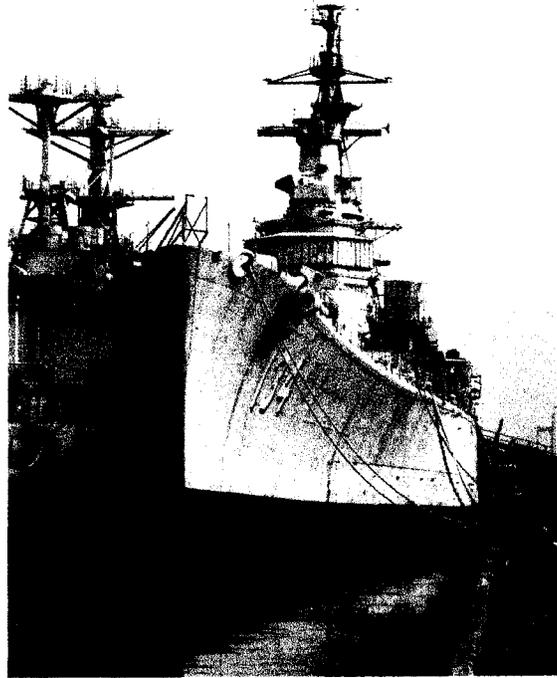
The U.S.S. DES MOINES, centerpiece of Veteran's Memorial Park, will be dedicated to the men and women who served in WW II, Korea, Vietnam, the Cold War and post-Cold War periods and to the people of Wisconsin who directly supported the peace keeping effort and the citizens of Wisconsin and the Midwest who sacrificed during the Cold War in defense of freedom.

The highest standards of maintenance and operation will be maintained for the vessel and the park. The ship will be restored to look as if about to embark on an Atlantic cruise in the year 1949.

Work on the U.S.S. DES MOINES will commence as soon as possible after approval of the application by the US Navy. It will be done in phases with different areas of the ship being opened up for tours as they are restored and the proper educational programs are in place. This will ensure that high quality work will be done on each area of the ship and will provide visitors with new experiences for years to come.

All restoration work will be accomplished under the guidance of the Department of the Interior's Guide to Historic Ship Preservation Standards, U.S. Navy Ship Maintenance Manual and normal shipyard practice taking into account latest EPA and local environmental requirements and statutes. Special experts with experience in U.S. Navy cruisers and like naval vessels will be contracted to plan and accomplish restoration work. The **U.S.S DES MOINES Historic Naval Ship Project** has been in contact with other museum ships within HNSA, U.S.S. DES MOINES alumni, Cruiser Sailors

Association and Navy veterans who are expected to provide expertise and restoration services.



Restoration work will be done in phases with work to start as soon as the application is approved and financing is secured. The first phase will begin before the ship is brought to the port of Milwaukee. This will consist of on board inspections to determine what immediate work is necessary and to plan for the work that may be done in drydock or pierside.

The second phase of ship restoration and preparation will begin as soon as the ship is berthed in Milwaukee. The focus of phase two will be the necessary work on the main deck and superstructure of the vessel with the installation of utilities, (sewerage hook-up to local system, electricity, fresh water, passenger access, etc.) and re-installation of masts and radar scanners/antennas..

The objective will be to have as much of the ship open to the public as safety dictates. ADA/Handicapped accessibility will be addressed during this phase with a goal of making as much of the ship available as is practical. Handicapped persons will be shown video of inaccessible ship sections. Work during this phase will include painting, restoration, repairs, safety work and application of educational and interpretive materials.

The second phase is designed to have the U.S.S. DES MOINES fully restored and reconditioned for tours by the public from the main deck to the top of the superstructure.

The third phase of ship development will focus on the lower decks with the objective of

having as much of the ship open to the public as is practicable and necessary for understanding shipboard life and the mission and operation of a US Navy cruiser.

Below decks work will include cleanup, painting, repairs, safety work and the installation of educational and interpretive materials.

OPERATING SCHEDULE

Operating hours for the park will generally be from 0800 hours in the morning to 2200 hours in the evening 365 days per year. Exceptions may be made for this park due to its nature, location and the need for administrative and security people to be on hand when the park is open. The exceptions include early closure during the period of November through April and closure on winter holidays. The park will be opened for special tours and events during these times by special arrangement.

The schedule for the U.S.S. DES MOINES, contained within Veteran's Memorial Park, will follow the schedule for the park during the period of May through October. Guided tours of the ship will be available during the hours of operation. During the period of November through March, special events, meetings, conferences and tours will be available by special arrangement.

All tour schedules will be listed in the park brochure and web site which shall be the primary information source for the Veterans Memorial Park.

A special brochure will be prepared for Veteran's Memorial Park listing all tour and visitation information and all pertinent information will be available on the Internet. The brochures will be made available regionally, at all state parks and at strategic locations throughout the state.

ENVIRONMENTAL CONSIDERATIONS

Dredging & Permits

The **U.S.S DES MOINES Historic Naval Ship Project** and its engineering contractor (cooperatively with the Milwaukee County) will coordinate all dredging activity with DNR, EPA, U.S. Army Corps of Engineers and any other agencies. All necessary permits will be acquired through the proper agencies regarding development of the park property and/or berth site.

Environmental regulations regarding hazardous chemicals, waste disposal, and water quality will be addressed and rectified.

It is anticipated that an inspection and sampling for PCBs and asbestos for determining the scope of an EPA 'AGREEMENT' will take place when funding is in place.

Green Environmental, the firm that handled sampling and lab analysis for the U.S.S. SALEM (CA-139) and U.S.S. DES MOINES (CA-134) in 1994 and 1998 respectively, will also perform the same functions for the U.S.S. DES MOINES.

Remediation for these hazardous materials will be conducted at time of drydocking upon release of the vessel by the U.S. Navy and before public access takes place per the 'AGREEMENT'. A follow-up inspection of affected areas and review of lab samples and inspection of remediated areas will take place prior to any public boarding of the vessel.

No endangered species shall be affected by the berthing of this vessel in Milwaukee.

Site Plan/Site Improvements

It would be help the Commission visualize the Des Moines at the Veterans Park site if you could provide a site plan that includes the following:

- Delineation of proposed 1 acre parcel

See attached drawing associated with dredging.

- Layout for two proposed gangways and length of each

There is a requirement for two (2) gangways plus ADA access. It is proposed that a vertical elevator with scissor-type stairwells be fitted to minimize the footprint. Two (2) flat, articulating brows would be fitted from the top of these platforms over to the deck of the ship.

- Location and size of footprint for elevator, if one is proposed

Size of each elevator/stairwell would be approximately 20' x 20' x 20'H set back 3' from the edge of the sheet pile. These two structures would provide security to prevent intrusion to the ship after hours.

- Lighting plan

Discrete deck lighting will be fitted on maindeck and the boarding gangways as needed to facilitate safe transit of the deck at night until closing. Overall dock lighting will be no more than what is planned or presently fitted at the Park. Two small red aircraft warning lights will be fitted (if required) in the topside hamper.



Pierside lighting of a type that could be utilized in Milwaukee.

- Security fencing

Security fencing may be installed pierside. It may not be required depending upon the distance off the sheet pile that the ship is moored.



Security fencing of a type that could be utilized at Milwaukee.

- Safety railing

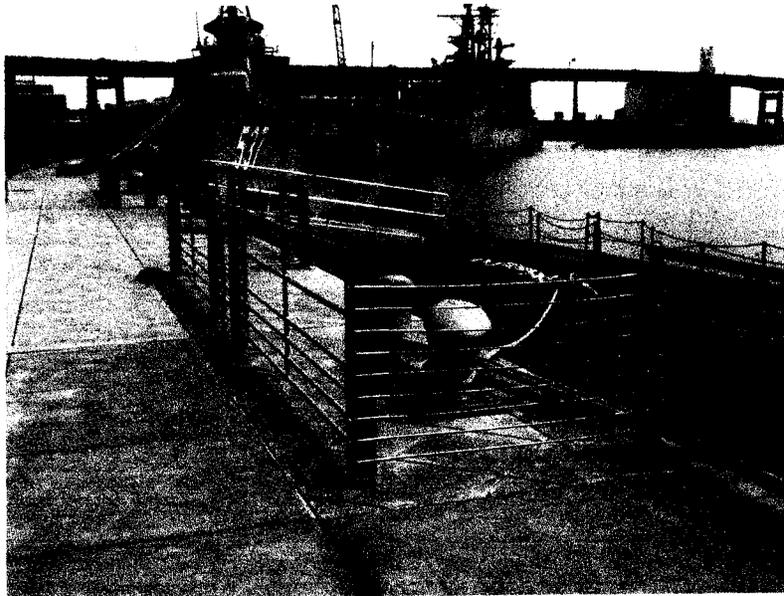
The vessel already has safety railings and lifelines on all topside decks. The installed railings will be supplemented with child-proof net webbing.

- Breakwater location if needed

At this point, studies have not been initiated on the need for a breakwater. It is more likely that a wave deflector will be constructed astern of the ship after it's arrival. Engineering studies will commence upon procurement of a berthing agreement.

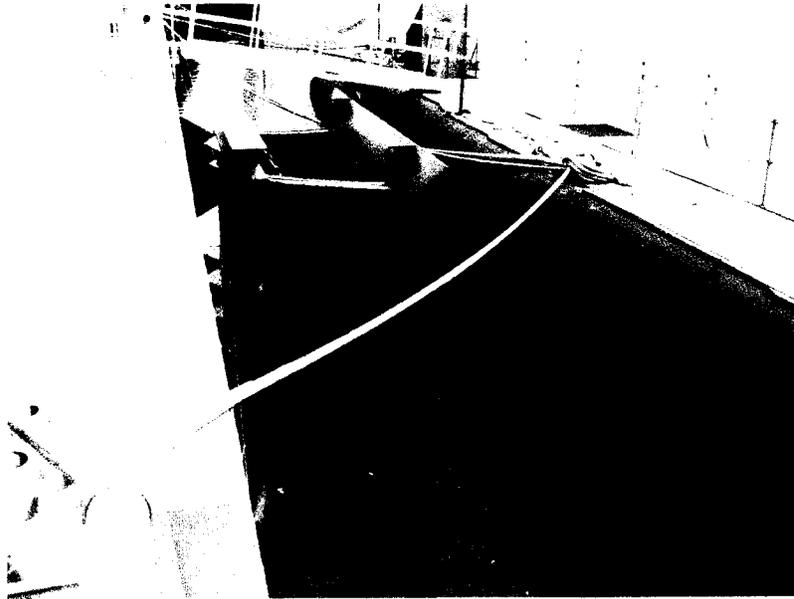
- Bollards and tie-down locations

A Mooring Plan has not been completed at this time. A typical mooring arrangement for this type ship will include twelve (12) 250 ton mooring bitts spaced along the pierhead to receive the mooring lines. These same bitts will also allow 2" stud-link chain to be fitted, further increasing the factor of safety for the 100 year weather event.

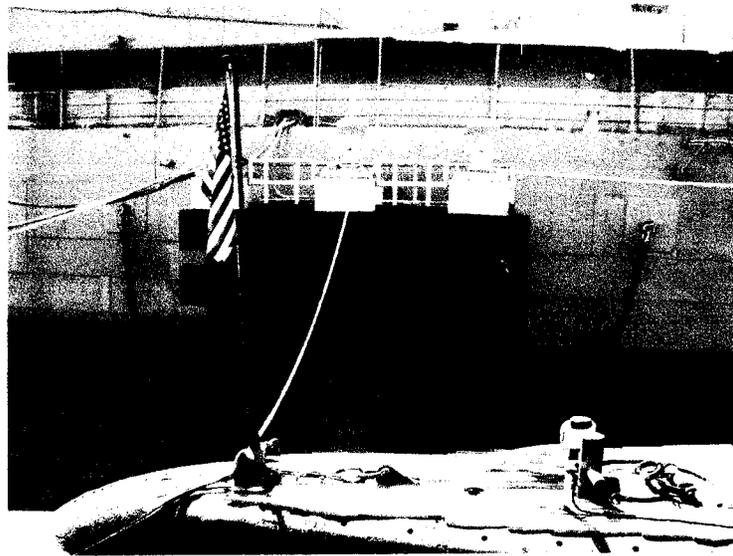


Low profile 250 ton mooring bitts of a type that could be utilized at Milwaukee.

The design of the pierhead shall allow for the DES MOINES to be safely breasted to the shore with the utilization of TRELLEX-type fendering installed to the sheetpile wall incorporating an adequate shoreside base structure. This type of fendering distributes working loads and is located below the top of the pierwall.



TRELLEX-type fendering proposed for the DES MOINES.



TRELLEX-type fendering and mooring bollards atop breasting structure. Note the pair of 2" stud link chain attached to both shipsides and mooring structure, further securing the ship at it's moorings.

- 2 propellers – size and location (as mentioned in list on p. 9)

Open to discussion. They could be incorporated into an appropriate display setting off-ship.

- Proposed pedestrian circulation for visitors

Ticketing would be performed aboard the vessel.

There would be no change to pedestrian circulation on the lake front. The pedestrian traffic aboard would be limited to maindeck, second deck and some of the topside hamper.

- Changes to existing pedestrian circulation

No changes would be required.

- Signage needs at the site and along Lincoln Memorial Drive

Two compatible, adequately sized signs, one from each direction along the Lincoln Memorial Drive, indicating the presence of the Park and easy directions utilizing existing parking options.

Other minor signage could be incorporated onto the boarding elevators/stairs leading to the ship.

- Location of utility connections

The locations and requirements for utilities are as follows:

- a.) 440 Volt, 400 amp, 3 Phase, 3 wire, AC power to a shoreside breaker box with appropriate power cable to vessel to amidships shore power connection.
- b.) Potable water for cleaning, heating/cooling, and toilets to amidships fresh water connection.
- c.) Two sewerage/grey water discharge tie-ins to existing City/County piping, one forward and the other aft.
- d.) Natural gas line sufficient for ship's service hot water heaters/HVAC heating/cooling requirements.
- e.) Telephone service (4 lines)

NOTE: All utilities to be run underground to pierhead to minimize sight lines.

- Fire lane if required by City Ordinance.

The fire lane would follow existing Park roadways and pierhead walkway. A series of hose connections could be installed to facilitate firefighting.

Pier-head modification & Dredging

- What does this include? Please itemize.

Site & Berth

This section breaks out the various steps that are endemic to procuring, designing and creating a safe and usable berthing site for the ship upon its arrival in Milwaukee, WI. The major costs within this section are the dredging of the berth site, preparation of dockside mooring appurtenances (bits, fendering, etc) and the construction of a breakwater/wave deflector system that will be needed due to heavy weather storm surge from Lake Michigan.

1. BERTH & SITE PREPARATION

- A. Studies & preliminary engineering
- B. Soil tests & core drilling
- C. Diving survey of sheet pile system
- D. Crane service to install, rig fendering
- E. Dredge slip assuming \$39/cu.yd disposal costs at a project depth of 26' (average) = 8' depth x 200' width x 1,400' length = 82,963 cu. yds x \$39/cu. yd
- G. Trailer office with phone & supplies
- H. Install 440V three phase AC 500 amp service to pier
- I. Install HVAC for vessel
- J. Install onboard holding tanks, public restrooms and plumb to existing sewerage system
- K. Pierhead modifications which may/will require new sheet piles and tie-backs (deadmen), bits, fendering, sidewalk, etc.)as follows:
 - 1.) Installation of approximately twelve (12) 150 ton mooring bits and their support bases.
 - 2.) Installation of four (4) Trellex-type fenders for the ship.
 - 3.) Installation of pierhead utilities as outlined above.
 - 4.) Installation of fencing and lighting as outlined above.
 - 5.) Installation of two boarding platforms as outlines above.
- L. Parking
- M. Curb & gutter
- N. Landscaping/lighting/security
- O. Fence

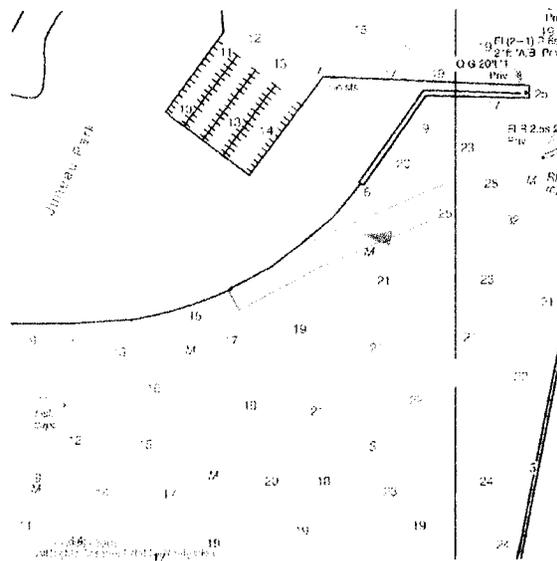
- P. Breakwater/Wave Deflector: This expensive item will be required to be installed due to the heavy storm surge historically experienced at more than regular intervals by the northeast-easterly wave action passing through the outer breakwater system and passing around and along the prospective berth of this vessel.

Plans would call for an L-shaped steel/granite/concrete structure with the lower L-section being installed after the vessel is berthed pierside.

The above includes the sampling and environmental testing, engineering and actual dredging that will be required to allow the DES MOINES to be properly berthed at the Park.

***NOTE:** This figure will be modified as the actual planning and construction commences. The figures used are conservative and reflect worst case standard industry costs.

- Can you show on a map the proposed route that will need to be dredged and indicate width and depth of proposed channel?



Proposed Dredged Channel
 200 feet wide
 25' deep
 35' deep at ship berth site

- Have you had any discussions with the DNR, Army Corps and Harbor Commission as to the feasibility of this proposal?

Yes. Discussions with the DNR, ACOE and Harbor Commission have taken place on several occasions. Indications are that this dredging project can go forward upon completion of successful application for berth site agreement, submittal of dredging permits, and a full battery of on-site core sampling.

- Where will the spoils be disposed?

This issue, hence cost of dredging project, will be determined by ACOE and DNR.

- Are there any known environmental concerns related to the proposed dredging?

Unknown at this time; this will be determined by the sampling program.

Berth Dredging

- What depth will need to be maintained adjacent to the sheetpile retaining wall along the east edge of Veterans Park to allow for the berthing of the Des Moines?

The controlling depth alongside the sheetpile will be 35 feet deep x 200' wide x 750' in length to accommodate the foot print of the ship. This depth allows the majority of the hull's profile to be below the top of the wall, minimizing site lines.

- If the seawall needs to be improved to accommodate the ship, who will bear the cost?

The DES MOINES Project will incur the costs of improvements/modifications.

Proposed Breakwater

The plan mentions a wave deterrent breakwater may be required and estimates a cost of \$1,250,000.

- How was this cost arrived at?

Recent installation of berth site and wave deflector construction for the Buffalo Naval Park in Buffalo, New York provided recent cost comparisons.

- How will a decision be reached on the necessity of the breakwater?

The dynamic hydrographic location of the proposed berth site, its exposure to the northeast swell and high winds experienced in Milwaukee Harbor over the 100 year event window demand that we consider the installation of a breakwater or wave deflector for safely mooring the ship.

- What is the proposed location, length and material to be used?

This point is unknown at this time pending completion of engineering studies.

- What impact would the breakwater have on navigation? Environmental impact?

The breakwater/wave deflector will have no impact on large vessel operation as it is out of the Federal Channel. Small boat navigation will be impacted only to the extent that any shore side/bottom situated structure would have on navigation. Any structure will be well marked to Federal standards.

There should be no environmental impact with the construction of a breakwater/wave deflector.

Accessibility

- Will any modifications be made within the ship to allow for access to persons with disabilities?

At the outset, ADA access will be limited to exterior maindeck areas, a restroom and an enclosed space just off the maindeck in case of inclement weather. Full descriptive services will be offered allowing a handicapped person to view, electronically and textually, the lower and upper portions of the ship that would be unsafe for their passage.

There is a requirement for two (2) gangways plus ADA access. It is proposed that a vertical elevator with scissor-type stairwells be fitted to minimize the footprint. Two (2) flat, articulating brows would be fitted from the top of these platforms over to the deck of the ship.

- Location and size of footprint for elevator, if one is proposed

Size of each elevator/stairwell would be approximately 20' x 20' x 20'H set back 3' from the edge of the sheet pile. These two structures would provide security to prevent intrusion to the ship after hours.

Utilities

Based on a similar sized project such as the USS Salem:

- What are the utility size requirements for the Des Moines?

The locations and requirements for utilities are as follows:

- f.) 440 Volt, 400 amp, 3 Phase, 3 wire, AC power to a shoreside breaker box with appropriate power cable to vessel to amidships shore power connection.
- g.) Potable water for cleaning, heating/cooling, and toilets to amidships fresh water connection.

- h.) Two sewerage/grey water discharge tie-ins to existing City/County piping, one forward and the other aft.
- i.) Natural gas line sufficient for ship's service hot water heaters/HVAC heating/cooling requirements.
- j.) Telephone service (4 lines)

NOTE: All utilities to be run underground to pierhead to minimize sight lines.

- Can you provide an idea/picture of what the flexible connection mentioned on page 6 would look like?

The utilities would likely be trunked to the forward access boarding brow and properly supported with articulating support brackets and hangers.

- How is the ship operated? Will it use any diesel fuel or will it rely on power from land based sources i.e. elec, natural gas, etc.?

The ship will be operated with a combination of utilities (electricity, natural gas and diesel).

- If diesel fuel is required, how will it be delivered to the site?

Diesel fuel could be delivered by barge alongside. Other fuel sources would be delivered by trunked pipelines/cables.

Restrooms

- Will restrooms on board be adequate?

There will be three sets of restrooms aboard. Two for the overnight programs located fore and aft and amidships restrooms for visiting public/staff use.

It is anticipated that there will be the installation of two (2) 1,000 gallon holding tanks with associated piping and pumps to facilitate removal of waste from the holding tanks to the shoreside sewerage system.

- Will restrooms on board be modified to comply with ADA requirements?

The restroom located on maindeck for visitors and staff will be ADA accessible.

Security

- How will security be handled?

An onboard fire alarm and bilge alarm system will be installed; these alarms will be trunked to a central command panel with connection to the City of Milwaukee's Fire System.

Emergency lighting will be installed throughout all of the public access and crew spaces. Sprinkler systems will be installed in all berthing areas and passageways where the overnight program would inhabit.

Security will be enhanced by an onboard intrusion alarm on the pair of access gangways, maindeck, and 2nd deck.

- The plan indicates the need for security lighting. Where will this be located? During what hours will it be needed?

Discrete deck lighting will be fitted on maindeck and the boarding gangways as needed to facilitate safe transit of the deck at night until closing. Overall dock lighting will be no more than what is planned or presently fitted at the Park. Two small red aircraft warning lights will be fitted (if required) in the topside hamper.

- Will fencing be needed?

This is viewed as an option at this time, but may become required with proximity of ship to seawall.

Service access

How will the following be handled?

- Sewage disposal

Two trunked lines will discharge sewerage/grey water to a tie-in with the existing sewerage system.

- Catering deliveries

Catering deliveries can be transferred to a small delivery, flatbed/covered battery/propane powered carts from the off-load site.

- Garbage pick-up

Garbage/trash can be delivered by small cart/wagon (daily) to a dumpster off site.

- Equipment/Supply deliveries

Depending upon the size of the delivery; the delivery could be brought pier-side and lifted aboard by small, existing cargo winch and davit.

- Snow removal

This would be contracted out on a seasonal basis.

Land-based storage

- Will any land-based storage be needed for grounds maintenance equipment, etc.

Any ground maintenance that will be required will be contacted. Therefore we will not have a need for storage next to the ship.

- Will there be a need to park any maintenance vehicles on site?

We do anticipate that we may have one vehicle for the ship and it will not be parked on the lease site.

- P. 9, Item 40, Basic Facilities Requirements List indicates the need to locate 2 propellers “on shore”. Please explain.

The two propellers that will be located on shore will be on display as artifacts. These propellers will be located next to the gangway to enhance the overall look of the ship’s entrance. This is not essential to the success of the project and if needed, could be located on the fantail of the ship.

- Return cost contingency fund

A return cost contingency fund of \$2,788,000 is listed (Sec. 4.1, p. 8). The Financial Plan in section 10.2 provides for a one time, \$750,000 payment in 2007 for a “Ship Return Bond” (p. 33). The projected balance sheet does not specifically list the \$2,788,000 return cost contingency fund (p. 36), nor does the cash flow analysis project any interest income (Sec. 10.3, p/ 35). The break even analysis 2008, however, lists as an income item, “Interest on Ship Return Escrow”, \$86,149 (Sec. 10.4, p.35). This is a 3.1% of the return cost contingency fund. Are the proponents committing to the escrow fund, or to a bond, or both?

The initial thinking was to have a bond for the return of the ship if the project was unsuccessful. Upon further analysis, it was decided that our best course would be to totally fund the return. We will amend our Business Plan to reflect this change.

- Public shuttle bus service

The project proposes that government set up a shuttle bus service to bring customers to the ship. Earlier attempts to provide trolley service to the lakefront were not economically viable and were discontinued.

- Is such a service necessary for the survival of the proposed Project?

The shuttle bus service is not a requirement for the success of the USS Des Moines. But with the addition of Pier Wisconsin, The Freedom Center, the future use of the old Coast Guard Center, and the Restaurant in the Old Pumping Station the shuttle bus service may prove to be economical.

- Would parking be adequate if such a service was not available?

See parking below.

Parking needs

- On p. 10 you state that you will need 153 parking spots on weekends from May through August. This is peak season in the parks. The parking lot you plan to utilize is filled to capacity on summer weekends. This would present a conflict or a need for additional parking. How would you suggest handling this potential problem?

Existing parking in the lot adjacent to the ship would be available much of the time if UWM parking were restricted to the other nearby UWM parking lots. There is often parking available along the Lagoon Drive and overflow lots when open within easy walking distance from the ship. There are also frequently empty parking spots in the War Memorial parking lot.

- The proposal discusses the possibility of using parking at O'Donnell Park and under the Hoan Bridge for large events. How would visitors be transported from these remote parking areas to the ship?

The O'Donnell Parking Structure is within a 10 to 15 minute walk. If necessary the project could provide shuttle service between the O'Donnell Parking Structure or another nearby lot such as that near the Summerfest grounds. There should be little impact on traffic and pedestrian flow.

- P. 9, Item 39 lists the need for parking a single vehicle "on shore". Where on shore and what type of vehicle?

We anticipate having a van available for use by the program and it would be parked in the adjacent parking lot.

- Where would staff park? How many spaces would be required on a daily basis?

Staff parking would be where UWM students currently park.

- Where will disabled parking be? What is the distance from proposed disabled parking to the Des Moines? How many disabled parking spaces will be required?

There is existing disabled parking within 150 feet of the proposed ship site.

- Will a drop-off be needed?

Further exploration will be needed.

Short and Long Term maintenance requirements

- What are the long and short term maintenance requirements for the Des Moines?

The following Maintenance Plan is proposed for the U.S.S. DES MOINES:

MAINTENANCE

The U.S.S. DES MOINES is presently in in good structural and poor exterior cosmetic condition. With a shipyard or pier-side availability period prior to her arrival in Milwaukee, she would lend herself to be an excellent prospect for conversion to a memorial/museum. An on-site survey of the vessel's structural and cosmetic needs will be completed by Mr. Joseph Lombardi, principal marine surveyor of Ocean Technical Services on behalf of the DES MOINES Ship Project.

It is the intention of the project to have the U.S.S. DES MOINES drydocked or put pier-side immediately upon acceptance of the vessel on the East Coast prior to her transit of the St. Lawrence Seaway for all of the preparations necessary to allow the vessel to be successfully towed to Milwaukee.

It is anticipated (and indeed, a drydock specification schedule will be put together upon completion of the vessel's survey) that her hull bottom will be sandblasted, primed and underwater cold tar epoxy paint system applied. Inspection and repair of sea chests, blank covers, sea valves (if necessary), repacking of the two shafts and rudder stuffing boxes, struts and any other steel fabrication needed will be completed.

This work will be accomplished by a professional shipyard/drydock contractor.

The vessel's topside hamper will have to be lowered to allow the vessel to pass under one (1) bridge; passage under this bridge dictates a maximum air draft of 100'. All of the dehumidification covers will be removed by the shipyard force.

The vessel's topsides and superstructure will then be sandblasted, primed and painted utilizing a professional shipyard painting contractor properly licensed for lead containment/abatement according to EPA and State requirements. It is anticipated that painting schedules will be approximately 5-10 years cycles; painting will be accomplished thru contractor bids for large areas and volunteer/staff personnel for specific areas (i.e., display changes, etc.)

The vessel's interior spaces that will be opened to the public will be cleaned, primed and painted during this shipyard period utilizing a professional shipyard painting contractor properly licensed for lead/asbestos/PCB containment/abatement according to EPA and State requirements.

It is also planned to have all oil currently aboard properly removed and tanks coated and sealed.

All asbestos and PCB remediation will take place during this drydock or pierside availability period utilizing professional, licensed disposal/containment contractors.

It is anticipated that the vessel's electrical system will be brought online utilizing a 440V 400 amp 3 Phase AC generator to provide required power to the capstan and anchor windlass (vessel is required to be able to set and retrieve an anchor on standby in St. Lawrence and Welland Canal); new ABS-classed chain (10 shots) will be fitted to the starboard anchor at the shipyard.

The anchor windlass and her electro-hydraulic components will be commissioned at this time; also, the vessel's capstans for line handling will also be commissioned. The entire electrical system will be gone through and inspected by the shipyard contractor, the Museum's surveyor and ship's engineer. On six month intervals, the electrical systems will be thoroughly inspected and logged as the Museum expects to be shifting exhibits with corresponding lighting changes.

The vessel's HVAC equipment will be regularly checked and serviced for filters, intakes, and pressure levels. Warranty items for new equipment will be scheduled to replace older units identified upon acquisition of the ship. In this way, a timed schedule for life span replacement units can be budgeted for from initial start-up through three year periods on a system's basis to allow for dollar savings due to an economy of scale.

Artifacts of historic value will be crated and securely stored onboard. All interior equipment will be securely strapped and tied down prior to transit.

Radar scanners, presently stored on the fantail and boatdeck will be securely tied and strapped prior to getting underway. The vessel's small boat davits will be securely tied and strapped prior to getting underway at time of shipyard availability.

The vessel's steam heating piping system will be commissioned in Milwaukee upon arrival; the ship's engineer will trace all piping systems and valves within the areas contemplated for use and renew valve packing and gaskets and hydrostatic test all system piping prior to introducing steam.

A shipside or shoreside steam generator will be utilized. Where appropriate, new dehumidification and air conditioning units will be introduced to allow for the general comfort of museum/memorial patrons. A plan and equipment for general dehumidification of non-occupied or utilized spaces will be installed in areas of the ship vital for preservation and corrosion-free integrity.

Hull maintenance when the ship is in berth will include a daily inspection by small craft around the perimeter of the hull. A diver will do longitudinal inspections (with camera) two times per year.

An interior inspection of the hull will be made once per week for all spaces, with an inspection log kept as a record.

Introduction of new wiring looms or piping will be at areas only where the public will be in occupancy. These will only be run through existing chase and duct holders at frame locations in the ship. Sprinkler and alarm systems to supplement the existing standpipes will also be installed in a manner suitable to local fire department authorities.

PEST CONTROL

The appearance of the park will be an extremely important priority. The park grounds and the U.S.S. DES MOINES will be kept clean by museum staff which will discourage pest intrusion. A daily garbage clean up schedule will be incorporated into the maintenance job description and all museum personnel will be encouraged to pick up loose debris. In addition, staff will also be responsible for on board pest inspections. If pest species are discovered in the park or ship, management will be informed and a pest control firm will exterminate the problem.

SECURITY

Many security devices will be implemented to protect the Park and the public. A fence surrounding the berth site will define the park boundaries and prevent vandalism to park property. The public will board the ship through one main gangway entrance located pier-side. Security officers will patrol the ship's boundaries, assist park staff and the public, and perform standard security duties. The ship will be equipped with motion detecting lights and an onboard security system. Adequate fire, bilge and intruder alarms will be installed aboard.

SAFETY

The following safety items will be accomplished relative to the berthing of the vessel:

- 1.) A shipboard personnel training program will be initiated regarding hazardous materials, enclosed space entry, electrical safety requirements, firefighting and ambulatory procedures.
- 2.) The local police, fire and ambulatory services will be made familiar with shipboard systems.
- 3.) A ship's PROCEDURES MANUAL will be created giving all staff immediate information regarding emergency procedures for fire, flooding, ambulatory, intruder, steam, electrical, plumbing situations. Also, contact agencies, Museum personnel and employees will have their names and pertinent phone numbers and other relative information within this manual.

MAINTENANCE TEAM

The park will have a highly skilled maintenance team. A standard list of duties will be defined for maintenance workers and volunteers. The maintenance team will be provided with special training sessions linked to special restoration projects on the USS DES MOINES.

Maintenance workers will work closely with the chief engineer and park director to achieve goals established for the appearance of the park. The park management will work closely with the Historic Naval Ships Association (HNSA) as a partner and a member within their fine organization. We will also subscribe to other historic ship preservation groups and governmental programs where appropriate.

It is the intention of the U.S.S DES MOINES Historic Naval Ship Project to maintain this vessel as though the U.S.S. DES MOINES (CA-134) were still an active U.S. Navy vessel in commission; this means that the ship will look sharp and be sharp. It is the U.S.S DES MOINES Historic Naval Ship Project's intention to preserve this vessel in perpetuity in a manner that reflects great pride on the United States Navy, veterans, former crewmen that the American people and the citizens of Wisconsin can be proud of.

Daily, Monthly & Annual Ship Maintenance Schedule

The following items will be performed on a daily, monthly and annual basis:

- 1.) Preparation and painting of exterior topside areas by ship's maintenance team.
- 2.) Daily cleaning of topside spaces by ship's maintenance team.
- 3.) Preparation and painting of interior spaces by ship's maintenance team.
- 4.) Cleaning of interior spaces by ship's maintenance team.
- 5.) Ensure watertight integrity of vessel.
- 6.) Repair/maintenance of vessel's plumbing system.
- 7.) Repair/maintenance of vessel's ventilation (heating & cooling) system.
- 8.) Repair/maintenance of vessel's impressed cathodic system.
- 9.) Repair/maintenance of vessel's lifelines and other safety systems (high bilge alarms, fire alarms, pumps, etc.
- 10.) Repair/maintenance of vessel's security systems.
- 11.) Repair/maintenance of vessels mooring lines and pierhead facilities.
- 12.) Repair/maintenance of Museum's grounds and building.
- 13.) Prepare/maintain vessel's exhibits.
- 14.) Prepare/maintain new spaces within the ship opened to public visitation.
- 15.) Prepare daily work plan and budgets needed to implement Maintenance Plan.
- 16.) Provide management and staff support to accomplish the above tasks.
- 17.) Prepare ongoing annual, five year, 10 year, and 20 year maintenance data into a central planning effort.
- 18.) Inspect vessel's fire/intrusion security system, high water alarms, and impressed cathodic system.

Five Year Ship Maintenance Schedule

The following items will be performed on a five year basis:

- 1.) Preparation and painting of exterior topside areas by ship's maintenance team.
- 2.) Daily cleaning of topside spaces by ship's maintenance team.
- 3.) Preparation and painting of interior spaces by ship's maintenance team.
- 4.) Cleaning of interior spaces by ship's maintenance team.
- 5.) Ensure 'watertight integrity of vessel.
- 6.) Repair/maintenance of vessel's plumbing system.
- 7.) Repair/maintenance of vessel's ventilation (heating & cooling) system.
- 8.) Repair/maintenance of vessel's impressed cathodic system.
- 9.) Repair/maintenance of vessel's lifelines and other safety systems (high bilge alarms, fire alarms, pumps, etc.
- 10.) Repair/maintenance of vessel's security systems.
- 11.) Repair/maintenance of vessels mooring lines and pierhead facilities.
- 12.) Repair/maintenance of Museum's grounds and building.
- 13.) Prepare/maintain vessel's exhibits.
- 14.) Have divers survey vessel's underwater shell plating and appendages.
- 15.) Prepare/maintain new spaces within the ship opened to public visitation.
- 16.) Prepare daily work plan and budgets needed to implement Maintenance Plan.
- 17.) Provide management and staff support to accomplish the above tasks.
- 18.) Prepare ongoing annual, five year, 10 year, and 20 year maintenance data into a central planning effort.
- 19.) Inspect vessel's fire/intrusion security system, high water alarms, and impressed cathodic system.

Ten Year Ship Maintenance Schedule

The following items will be performed on a ten year basis:

- 1.) Preparation and painting of exterior topside areas by ship's maintenance team.
- 2.) Daily cleaning of topside spaces by ship's maintenance team.
- 3.) Preparation and painting of interior spaces by ship's maintenance team.
- 4.) Cleaning of interior spaces by ship's maintenance team.
- 5.) Ensure watertight integrity of vessel.
- 6.) Repair/maintenance of vessel's plumbing system.
- 7.) Repair/maintenance of vessel's ventilation (heating & cooling) system.
- 8.) Repair/maintenance of vessel's impressed cathodic system.
- 9.) Repair/maintenance of vessel's lifelines and other safety systems (high bilge alarms, fire alarms, pumps, etc.
- 10.) Repair/maintenance of vessel's security systems.
- 11.) Repair/maintenance of vessels mooring lines and pierhead facilities.
- 12.) Repair/maintenance of Museum's grounds and building.
- 13.) Prepare/maintain vessel's exhibits.
- 14.) Have divers survey vessel's underwater shell plating and appendages.
- 15.) Prepare/maintain new spaces within the ship opened to public visitation.
- 16.) Prepare daily work plan and budgets needed to implement Maintenance Plan.
- 17.) Provide management and staff support to accomplish the above tasks.
- 18.) Prepare and implement vessel drydocking planning and financial efforts.
- 19.) Prepare ongoing 10 year, and 20 year maintenance data into a central planning effort.
- 20.) Inspect impressed cathodic system.

20 Year Ship Maintenance Schedule

The following items will be performed on a twenty year basis:

- 1.) Preparation and painting of exterior topside areas by ship's maintenance team.
- 2.) Daily cleaning of topside spaces by ship's maintenance team.
- 3.) Preparation and painting of interior spaces by ship's maintenance team.
- 4.) Cleaning of interior spaces by ship's maintenance team.
- 5.) Ensure watertight integrity of vessel.
- 6.) Repair/maintenance of vessel's plumbing system.
- 7.) Repair/maintenance of vessel's ventilation (heating & cooling) system.
- 8.) Repair/maintenance of vessel's impressed cathodic system.
- 9.) Repair/maintenance of vessel's lifelines and other safety systems (high bilge alarms, fire alarms, pumps, etc.
- 10.) Repair/maintenance of vessel's security systems.
- 11.) Repair/maintenance of vessels mooring lines and pierhead facilities.
- 12.) Repair/maintenance of Museum's grounds and building.
- 13.) Prepare/maintain vessel's exhibits.
- 14.) Have divers survey vessel's underwater shell plating and appendages.
- 15.) Prepare/maintain new spaces within the ship opened to public visitation.
- 16.) Prepare daily work plan and budgets needed to implement Maintenance Plan.
- 17.) Provide management and staff support to accomplish the above tasks.
- 18.) Prepare vessel for tow and drydocking.
- 19.) Repair/replace/maintain impressed cathodic system, intrusion/fire alarm systems, high water alarms systems.

20.) Inspect vessel's berth and mooring system. Make repairs as necessary while vessel is in drydock.

21.) Prepare Shipyard Specification Package and drydock vessel.

- Will the ship ever need to be moved or dry docked to perform maintenance or to make needed repairs?

It is anticipated that the ship will not require drydocking until the minimum 30 year cycle. This is due to several factors:

- a.) The vessel shall arrive in Milwaukee having just completed a drydocking evolution,
- b.) The vessel shall be berthed in a fresh water environment mitigating the effects of galvanic corrosion,
- c.) The vessel shall have an impressed cathodic system installed which shall mitigate the effects of galvanic corrosion for both the vessel, berth and wave deflector.

Funding assumptions

- The Funding Forecast Table on p. 22 indicates "grant Funds" totaling \$14.5 million dollars between 2005 and 2007. What are the proposed sources of these grants?

Our Business Plan on page 20, paragraph 6.1.2 "Long Range Fund Raising" states "An experienced and effective professional fund raising firm will be essential to raising the remaining \$18 million dollars required to complete the Des Moines Project successfully." We have had preliminary discussions with a prominent fund raising firm and they agreed that the fund raising goals are feasible. Early indications are that we could get federal and state grant money. We expect to work with our congressional representatives and the State Department of Tourism. We have contacted other historical ships and they have given us the templates that they have used to develop their fund raising campaigns. Thru our fund raising council, we will also be soliciting grants from private foundations, organizations, and individuals.

Support cards

- You have indicated that you have thousands of support cards in hand. Have you collected any pledges? If so on what terms and how much have you raised to date?

Since we do not have a firm berthing location for the ship, we have not solicited pledges from the support cards. We have however collected over \$100,000 in donations to the project. These individuals listed on our 14,500 support cards will be used for the initial solicitation after Milwaukee County's approval of the contingent lease. These individuals are also likely visitors to the ship,

Historic Naval Ship Attendance

- On p. 16 you list attendance statistics for other Historic Naval Ships. Could you please indicate which of those listed are “stand alone” and have no land based building or museum associated with it?

This question is immaterial to the success of the Milwaukee Historical Ship Project at this time. Primary and secondary marketing research will be completed prior to submittal of the Application to the US Navy..

Lease with Milwaukee County

- You are requesting a 99 year, no-cost lease from Milwaukee County. A similar project, the USS Salem pays rent of \$1,000/month and after the first five years “tenant shall pay additional rent equal to 10 percent of the first \$500,000 of gross receipts and 15% of all gross receipts above 500,000”. Would you be willing to negotiate a similar agreement?

This is a nonprofit entity and we expect to have a positive financial impact on Milwaukee County in excess of \$19,000,000 annually. Given the initial capital outlay for the establishment of this Memorial, discussions involving partnership with Milwaukee should be negotiated within a lease agreement format.