

Minutes of the Patriots Point Development Authority 530th Board Meeting, 9:30 A.M., Friday, August 19, 2022, Leadership Training Facility, Patriots Point Naval and Maritime Museum, Mt. Pleasant, South Carolina.

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MEMBERS PRESENT: Wayne Adams, *Vice Chairman*  
Susan Marlowe  
Darwin Simpson  
Pat Waters  
Zeb Williams

MEMBERS NOT PRESENT: Mayor Will Haynie

STAFF PRESENT: Mac Burdette, *Interim Executive Director*  
Tauquincy Goodloe, *Interim Administrative Assistant*  
Mike Hastings, *Operations Director*  
Lori Held, *Operations Administrative Assistant*  
Nick Magar, *Finance Administrator*  
Alexis Stokes, *HR Director*  
Christopher Jones, *Public Safety Supervisor*  
Terry Ansley, *Property Manager*  
Mayci Rechner, *Public Information Officer*  
Jim Vickers, *Graphics Manager*  
Rose Putz, *Public Safety*

OTHERS PRESENT: Bill Craver, *Legal Counsel*  
Brandon Dermody, *The Southern Group*  
John McDermott, *Post and Courier*

Vice Chairman Wayne Adams called the meeting of the Board to order at 9:30 A.M.

Prior to the meeting, a copy of the proposed agenda was distributed via electronic mail to the Board members, media and designated guests.

**A. APPROVAL AGENDA**

Mr. Adams asked for any changes to the proposed agenda. The agenda was unanimously approved as presented.

**B. APPROVAL OF PREVIOUS MINUTES**

Mr. Adams asked for any changes to the minutes presented. There being no proposed changes, the minutes were unanimously approved as presented.

**C. FINANCE COMMITTEE REPORT**

Mr. Darwin Simpson reported the following about the Finance Committee:

- Cash-on-hand at the beginning of FY22 is reported to be \$12,130,000 dollars. This past month Patriots Point made the Laffey Loan payment of \$858,000. The payment will be \$1,000,133 next year. We have six (6) payments left.

- Total operating revenue for July was \$1,697,000. Last year July 2021 was a record month but this July we were short by \$8,000 as compared to our record last July. One reason the variance was not too much is because we had some improvement in our camping program and lease revenues.
- We made a number of disbursements, in fact \$1,667,000. We are making a lot of major expenditures including the Laffey Loan as I already mentioned. Our insurance has already been funded for \$216,000 and Workers Comp premiums are already funded for \$46,000. These expenses will not be recurring so we will have some improvement as time goes on.
- Total gain before depreciation and interests in July 2022 was \$730,000. Reminder we have an Audit on the way, so far so good. Expect to do well.

#### **D. EXECUTIVE DIRECTORS REPORT**

- Mac Burdette asked Mike Hastings, Operations Director to join him on the floor to recognize two (2) longevity employees: Rose Putz and Jim Vickers. Mac and Mike spoke very highly of both Rose and Jim and presented them both with an Award for their 25 Years of Service.
- Mike reports that the Coast Guard approached Patriots Point regarding the classification of the Yorktown as a “Permanently Moored Vessel.” A Lieutenant Commander and assistant requested to see our permanently moored vessel permit. Patriots Point does not have such a permit. The Coast Guard explained in a meeting with Bill, Mac and Mike that they were not here to cite Patriots Point but to have the Yorktown properly classified. It is not considered a vessel. Even though the Yorktown is in 26ft of mud and has no power, with no ability to get under way, the Coast Guard considers the Yorktown a vessel and, along with the Laffey, is subject to Coast Guard inspection on an annual basis. The Coast Guard wants Patriots Point to submit the paperwork requesting to be a PMC (Permanently Moored Craft).
- As a PMC. Patriots Point will fall under the jurisdiction of the US Army Corps of Engineers. Patriots point filed the paperwork and we are waiting to receive the notification from the Coast Guard that the Yorktown is a PMC. This classification will help Patriots Point not have to go through the Coast Guard to mediate hazardous materials off the ship. Patriots Point will go through the Army Corps of Engineers.
- Next Mac asked Mike to stay to talk about the Elevator entrance problem. Mike reported the main entrance elevator where it says “OUR PLEDGE OF ALLEGIANCE” is the elevator platform for the ship, it is elevator No.3 that has cables on each side that raises the elevator up and down. One of our maintenance staff noticed that those cables were excessively corroded so we took a look at it and as a safety precaution based on the conditions of it, we shut the elevator down. We had a professional engineer come and take a look at it and we entered into a contract with him and he is going to help design a plan

with drawings to assist our Certified Welders to make the necessary repairs within the next couple of weeks and it should be back up and operating soon.

- Mac responding to questions and concerns from the Board and others regarding Gift Shop repairs and what is going to happen when we have to remove the Gift Shop that is part of a contract with Mr. Bennett. At a certain point and time he will tell us he is ready to move forward with the development and will give us approximately 17 months from the notice to remove the Gift Shop. Of course, we want to make sure we are ahead of that so we will have a replacement whether temporary, intermediate step or the final solution to our Gift Shop needs in the future. We do not want to lose one day of business with the Gift Shop.
- The last Executive Director had put together a contract with a local Architectural Firm not much information was there about that. Terry brought that team to meet with, Wayne, Mac and Bill. Terry is going to give an explanation of what their role is going to be. It was less than a \$10,000 contract for the Phase I Study.
- Terry reported that the local group name is Synchronicity. They combine in a smaller nimble firm both architectural and land planning. What they are going to do is take a look at our parcel in the context of the Annex development that will include infrastructure rework that brings in all of the utilities and services that serves the Yorktown. They will look at all of the overall programming and planning of the Parcel that is currently our staff parking lot and the idea is to look into the end goal and initial phases and the prospect of what we need to do. They will prepare for with the Board's review and interaction is two or three options with one being a temporary facility that would house ticketing, public restrooms and the Gift Shop and some office space for Spirit Line Cruises. The other might be a first phase for a permanent building and the third would be a permanent building. Their intention is to be complete with the work that they are going to do by the end of October with interaction and feedback along the way.
- Mac reported we have been working the Town of Mount Pleasant with Mike and his staff on finding a piece of property to use as a "laydown" area for the construction at the intersection of Coleman and Patriots Point Road. A lot of work is going to be completed there to make that intersection more efficient, turn lanes, etc. There will be a lot of pipe and trucks coming and going and they need to park everything, so we have really been working to try to help them come up with the best location.
- Mike reported the Town of Mount Pleasant is going to be using Truluck Construction for the physical construction of the road work and drainage. Truluck has located three (3) areas that will be used for materials and equipment and those types of things. One will be part of Waterfront Park, another portion will be the closed gas station at Hwy. 17 and then the Grove area. The proposal and agreement with hospitality on the use of the Grove will be primarily for concrete drainage pipes which will probably start coming in as early as the end of next week. It will be the first thing that goes out as well and the intended use is going to be through February 2023. We are designating an access in and out that will be one side of the lanes of our service road once you come inside the gate so that it will not interfere with staff or visitors coming and going. It will be sectioned off to designate the access and will be a short-lived ordeal. Truluck's plan is to try to bring in and take out

materials around our operating times so most of their work will be done before or after we open our gates.

- Mike reported the work on the Clamagore is going well. He reported he is pleased with how Colleen Marine is doing their work and that he meets with them every morning for an update with Tim Malane around 8:00 AM who is the number one project manager to go over requirements and what might be coming and going each day, following up to see if they need anything from Patriots Point. They are very responsive with zero issues. To date, 111 batteries have been removed from the vessel of the 504 total. They will continue removing all the remaining batteries.
- Mac asked, what are the size of the batteries?

Mike reported the calculations according to the manual for the batteries are about 1500lbs to 1600lbs each which is important because removing 504 batteries will equal up to 800,000lbs of weight removed from the vessel that will increase its buoyance which is the goal to tow the sub to Norfolk. The batteries actually are only 900lbs each. That is 300,000lbs less they are not removing from the vessel so they are estimating maybe over a foot less buoyance on the Clamagore. It looks like they are going to be creative and use some other type of buoyant materials in the tanks to help raise the vessel out of the water to make up for the difference. The sail will be removed as well. It is not a show stopper. They just had to go back to the drawing board. So far no bad surprises, moving along since Wayne last visited and they have done a lot more work since that time.

Mac reported we are no longer allowing the public to board the Ship but if any of the Board members would like to take a look, just let him know and Mike and Colleen can show you around.

Wayne stated he would encourage them to do so, it is very interesting.

Mac reported that there have been lengthy conversations with members of the Clamagore Veterans Association including their Chairman to let them know what is going on every step of the way and when we thought the Clamagore would be relocated. We could not tell them any date precisely when it would leave, but we would let them know as soon as we possibly could. Mac said he told them if they wanted to come and pay one last visit they could. If they wanted to come here as a group, we would take great care of them. We will bring them aboard on the Yorktown so they could look at Clamagore from the Fantail and would give them private time if they wanted to have any sort of service for their comrades who served with them. So far, no one has taken the offer. They said they are so much older and are scattered around the United States. It is not clear what might happen in that regard. We are starting to get requests in small groups requesting to come and look at. We have a group from Mount Pleasant whose father was the XO of the Sub and unfortunately we cannot allow them on the subway because it is too dangerous and really it is the liability that belongs to the contractor so we cannot really dictate to them what they can and cannot do. They asked us if we could have a camera setup that would film everyday so they can see from home with some type of computer setup but we cannot do that because of legal and liability issues. However, if any of them like to come, they will of course get in for

free and we will take good care of them and if they would like to have a group session of some kind, we will make sure that happens and will keep you informed.

- Susan Marlowe then directed a question to Chris about recording of the batteries removal. Are you videotaping the work of the batteries?
- Chris reported, we are required to take photographs. As part of the demilitarization Patriots Point has to record and make a documentary history. It does not have to be battery-by-battery, but just as sample to show for the files.
- Mac mentioned a 3D shoot that was done previously by Keith.
- Chris agreed that Keith walked through the whole vessel and did a 360 scan which is pretty neat that you can view on your computer.
- Mac mentioned we can present the 360 scan whenever the Board decides to do some type of Memorial Exhibit on the property so someone who cannot go through the Sub could push a button and have the option to do it virtually.
- Wayne asked Mike to report about The Office of Resilience. The South Carolina Office of Resilience has the project for the environmental assessment of the Yorktown. On August 3<sup>rd</sup>, Mike attended a Zoom conference which laid out the stipulations for the Request for Qualifications (RFQ). They will receive the RFQ from prospective bidders for this project. Basically just laying out what SCOR is looking to do with the Yorktown which is going to be comprehensive and holistic of the entire ship focusing on the oil and fluid hazardous materials. The Agency is going to go through every compartment and categorize every hazardous materials aboard the ship and then identify the most serious environmental hazardous as part of their report. There were approximately 30 attendees on the Zoom call and Karen Olson went over the plan requirements because the qualifications for the plan were due the following Monday. It was straight forward, the RFQs will start coming in and I will be a part of the committee and then we will review the RFQs and select a pool of people with whom we would like to start conducting interviews. In November they will award a contract and likely from December until February that winning agency will conduct the environmental inspection of Yorktown. It will take approximately 6 to 7 months to compile the draft reports and then the final report is due September 2023.
- Mac reported that USS North Carolina Battleship in Wilmington has completed a cofferdam around their ship. We had U.S. Army Corps of Engineers-Charleston do a study for us on how one can be utilized for the Yorktown. Mike looked into it and we are going to send some folks up to see how they did it and talk to them about the costs which Mac believes was around \$11,000,000. Patriots Points would cost around \$22,000,000 because we have a bigger ship. The only other one we know of for a capitol ship is in Mobile, Alabama. We know someday in our future a cofferdam will probably be utilized so that we can do the structure work that follows in the removal of contaminants and those types of issues.

**E. PUBLIC COMMENTS**

There were no public comments.

**F. EXECUTIVE SESSION FOR THE PURPOSE OF DISCUSSING CONTRACTUAL, LEGAL, PERSONNEL MATTERS PERTAINING TO PATRIOTS POINT DEVELOPMENT AUTHORITY.**

Mr. Simpson made a motion to move into Executive session to discuss legal, contractual obligations, and personnel matters at 9:59 A.M. The motion was seconded by Mr. Pat Waters and passed unanimously.

Members returned from Executive session at 10:25 A.M. with no votes taken.

**G. NEXT SCHEDULED PPDA BOARD MEETING, SEPTEMBER 23, 2022**

**H. ADJOURNMENT**

With no further business, the meeting was adjourned at 10:26 A.M.

Respectfully submitted,

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Tauquincy Goodloe, *Interim Recording Secretary*

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Mac Burdette, *Interim Executive Director*