

**ENTERTAINMENT AND CONVENTION CENTER AUTHORITY  
SPECIAL BOARD MEETING**

May 15, 2018

A Special Board meeting was held on Tuesday, May 15, 2018 at 4:00 p.m. in the Symphony Hall Mezzanine. In attendance were Chair Roger Reinert, Vice Chair Don Ness, Secretary Crystal Pelkey, Mary Finnegan-Ongaro, Greg Fox, Carrie Heffernan, Deb Messer, Yvonne Prettner Solon, David Ross, and Jay Seiler. Member Karen Pionk was excused from the meeting. Staff members Chelly Townsend and Katy Kaups were present. Also in attendance were City Director of Public Administration Jim Filby Williams, AMI Consulting Engineers Co-owner Chad Scott, Fraser Shipyards General Foreman LeRoy Kolenda, Barr Engineering Senior Environmental Permitting Specialist Julie Kloss Molina, City Senior Engineer Duncan Schwensohn, MPCA Remediation Division Unit Supervisor Crague Biglow, and Duluth News Tribune reporter Peter Passi.

Reinert called the meeting to order at 4:05 p.m. and noted that a quorum had been met. Reinert briefly reviewed the agenda and highlighted the one item to address.

Old Business

Filby Williams introduced the guests to the Board and explained the three goals of successfully removing the Irvin from the Minnesota Slip: cost-effective cleanup of contamination in the Slip, access to \$2.2mil in State support for seawall reconstruction, and completion of the seawall project. DECC Board approval is necessary to move the Irvin out of the Slip in September and back in May, according to the proposal, and to authorize any DECC financial contributions to the cost of moving the ship. The City is offering the DECC payment of 50% of moving costs up to \$600k, and all costs above \$600k would be covered by the City. The City would also assign consultants and staff to apply for approximately \$300k in state historic preservation grants for painting and maintenance. Finally, the City would convene an expert technical working group, which is already underway, to develop a plan to move the Irvin, project management services, and purchase of project insurance to protect against damage. The DECC contribution would be \$300k maximum, and the \$169k in bond refinancing savings would be included in the sum, increasing DECC commitment to a maximum of \$131k. Filby Williams displayed images of the 2006 survey which showed extensive loss of coating and pitting that penetrated up to 50% of the width of the steel-plate hull, which will have advanced in the 12 years since the survey. A team of interdisciplinary experts has come together to design and implement the move, including the Army Corps of Engineers, the Army Corps of Engineers Marine Design Center, Barr Engineering, and AMI Consulting. A design workshop has been planned and the opinion is that the Irvin can be moved out of the slip and the risks are limited and manageable. The Irvin is a National Register property and this is part of a federal project, so the movement is subject to an affirmation by the Army Corps and SHPO that there will be no adverse effects to the property. Seawall reconstruction is expected to be complete by August, when the Irvin will be able to resume tours in the Minnesota Slip. The current plan has the Irvin moving to the bay-facing dockwall behind the DECC in September, enabling the MPCA clean-up process and Haunted Ship tours to take place in October. The Irvin must move by October 1 to begin the remediation. The MPCA clean-up will be completed in November, when the Irvin will move to Fraser Shipyards to prepare for late spring painting and maintenance, in order to allow for time to secure funding for the restoration project. The Irvin could make the move back to the Minnesota Slip in May 2019. The budget includes three categories of expense: \$120-140k for the Irvin temporary boarding area behind the DECC, \$40k for design and permitting, and \$380-430k for the movement and insurance of the Irvin. A discounted rate for wintering the Irvin at Fraser Shipyards is being negotiated.

The floor opened up for discussion of the issue, and Board members asked questions of the staff present. Questions included the contingency of the verbal agreement to commit the \$169k bond refinance savings, the method and timeline of pinning back the Blue Bridge, and what the insurance the City purchases

would exactly cover. The SHPO permit requires an Army Corps survey to find that there would be no damage to the Irvin, and Kloss Molina stated that previous findings show no adverse effects. EPA bids are expected to open on May 23. The financial impact of losing July Irvin tours would be about \$50k, and \$200k if unable to open at all this season, including the Haunted Tours. It was suggested to move the Irvin out earlier to the temporary mooring behind the DECC, but it was recently determined that the project is federal and that it would take until September to complete the cultural resource permitting required. The legal agreement between the City and the DECC would be drawn up prior to the May 29 DECC Board meeting if the Board shows intent at this meeting to move the Irvin.

Ness made a motion with intent to move the William A. Irvin out of the Minnesota Slip, pending legal agreement with the City of Duluth. Ross seconded the motion. Additional discussion was to also include and clarify definitive timelines, insurance language, and grant revenue routed to the DECC for Irvin restoration. The motion was voted on, and passed unanimously.

The next regular meeting is on May 29, 2018 at 4 p.m. in the French River Room.

Reinert asked for a motion to adjourn the meeting. Messer made the motion to adjourn, and Seiler seconded the motion. Reinert adjourned the meeting at 5:26 p.m.

Submitted by:

  
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Roger J. Reinert, Chair

  
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Crystal Pelkey, Secretary