

BOARD OF COUNTY COMMISSIONERS GULF COUNTY, FLORIDA  
COUNTY ADMINISTRATOR'S OFFICE

Michael L. Hammond • County Administrator

1000 Cecil G. Costin, Sr. Blvd. • Room 302 • Port St. Joe, Florida • 32456 850.229.6106 • Fax: 850.564.7503 •  
mhammond@gulfcounty-fl.gov

DATE & TIME OF MEETINGS: Fourth Tuesdays at 9:00 a.m., E.T.

April 3, 2025

Ms. Susan Skelton  
Executive Director  
Triumph Gulf Coast  
P.O. Box 12007  
Tallahassee, FL 32317

Re: Gulf County Maintenance, Overhaul, and Repair Facility at  
Eastern Shipbuilding Group PSJ Yard

Dear Ms. Skelton,

Please find enclosed Gulf County's and co-applicant Port St. Joe Port Authority's application for funds to develop a floating dry dock and ship haul out facility in Port St. Joe Florida. The application exhibits and letters of support are attached hereto. We appreciate the opportunity to apply for this needed funding and look forward to working with you to fund the project.

Jim McKnight, the Director of the Gulf County Economic Development Coalition will serve as the contact person for this application, and you may contact him at (850) 832-0227 or [jmcknight@gulfcounty-fl.gov](mailto:jmcknight@gulfcounty-fl.gov) for additional information as may be needed.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "M. Hammond", with a long horizontal flourish extending to the right.

Gulf County Administrator  
Michael L. Hammond



## PORT ST. JOE PORT AUTHORITY

101 Good Morning St, Ste 101  
Port St. Joe, FL 32456-4770  
Phone: (850) 229-5240

April 3, 2025

Ms. Susan Skelton  
Executive Director  
Triumph Gulf Coast  
P.O. Box 12007  
Tallahassee, Florida 32317

Re: Gulf County Maintenance, Overhaul, and Repair Facility at Port St. Joe Shipyard

Dear Ms. Skelton,

The Port St Joe Port Authority wholeheartedly supports Gulf County's Ship Repair and Floating Drydock application and hereby requests to be Co-applicant for Triumph Gulf Coast for funds for the development of this needed facility.

In addition, the Port of Port St. Joe Port Authority requests that Triumph Gulf Coast transfer/shift the \$15,000,000 in dredging dollars part of the previously awarded Triumph Grant #237 for Channell Dredging to dredging part of this MOR Floating drydock project.

The floating drydock will transition our cyclical outfitting shipyard from a fully operational Maintenance Overhaul and Repair (MOR) facility with capability of vessel overhaul and repair. The project is consistent with our Port Plan and is complementary to the recently opened shipyard in Port St. Joe and the Eastern Shipbuilding facility in Port St. Joe, Florida.

Please feel free to contact me if you have any questions or need additional information.

Sincerely,

Guerry P. Magidson Sr.  
Chairman

# Triumph Gulf Coast, Inc. Application for Funds

April 3, 2025

\*\*\* IMPORTANT\*\*\*

Required for ALL Projects in Bay, Franklin, Gulf and Wakulla Counties

### Hurricane Michael Application Addendum

For ALL regular project applications not yet approved by the  
Triumph Gulf Coast Board in Bay, Franklin, Gulf and Wakulla  
counties:

Please provide documentation of support or continued  
support for the proposal as a component of the county's post-  
Hurricane Michael recovery efforts made by the Board of  
County Commissioners (for each Hurricane Michael  
impacted county included in the project) on a date after  
October 10, 2018.



## Triumph Gulf Coast, Inc. Trust Fund Application for Funds

Proposal Instructions: The Triumph Gulf Coast, Inc. Trust Fund Grant Application (this document) must be completed by the entity applying for the grant and signed, as applicable, by either the individual applying for funds, an individual authorized to bind the entity applying for funds, a chief elected official, the administrator for the governmental entity or their designee. Please read the Application carefully as some questions may require a separate narrative to be completed. In addition, please complete all Addendums that may be applicable to the proposed project or program.

Triumph Gulf Coast, Inc. will make awards from available funds to projects or programs that meet the priorities for economic recovery, diversification, and enhancement of the disproportionately affected counties. Triumph Gulf Coast, Inc. may make awards for:

- Ad valorem tax rate reduction within disproportionately affected counties;
- Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;
- Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;
- Grants to local governments in the disproportionately affected counties to establish and maintain equipment and trained personnel for local action plans of response to respond to disasters, such as plans created for the Coastal Impacts Assistance Program;
- Grants to support programs that prepare students for future occupations and careers at K- 20 institutions that have campuses in the disproportionately affected counties. Eligible programs include those that increase students' technology skills and knowledge; encourage industry certifications; provide rigorous, alternative pathways for students to meet high school graduation requirements; strengthen career readiness initiatives; fund high-demand programs of emphasis at the bachelor's and master's level designated by the Board of Governors; and, similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission of Education; encourage students with interest or aptitude for science, technology, engineering, mathematics, and medical disciplines to pursue postsecondary education at a state university or a Florida College System institution within the disproportionately affected counties;
- Grants to support programs that provide participants in the disproportionately affected counties with transferable, sustainable workforce skills that are not confined to a single employer; and
- Grants to the tourism entity created under s. 288.1226 for the purpose of advertising and promoting tourism and Fresh From Florida, and grants



to promote workforce and infrastructure, on behalf of all of the disproportionately affected counties.

Pursuant to Florida Law, Triumph Gulf Coast, Inc. will provide priority consideration to Applications for projects or programs that:

- Generate maximum estimated economic benefits, based on tools and models not generally employed by economic input-output analyses, including cost-benefit, return-on- investment, or dynamic scoring techniques to determine how the long-term economic growth potential of the disproportionately affected counties may be enhanced by the investment.
- Increase household income in the disproportionately affected counties above national average household income.
- Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.
- Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.
- Benefit the environment, in addition to the economy.
- Provide outcome measures.
- Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.
- Are recommended by the board of county commissioners of the county in which the project or program will be located.
- Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

Additionally, the Board of Triumph Gulf Coast, Inc. may provide discretionary priority to consideration of Applications for projects and programs that:

- Are considered transformational for the future of the Northwest Florida region.
- May be consummated quickly and efficiently.
- Promote net-new jobs in the private sector with an income above regional average household income.
- Align with Northwest Florida FORWARD, the regional strategic initiative for Northwest Florida economic transformation.
- Create net-new jobs in targeted industries to include: aerospace and defense, financial services/shared services, water transportation, artificial intelligence, cybersecurity, information technology, manufacturing, and robotics.
- Promote industry cluster impact for unique targeted industries.
- Create net-new jobs with wages above national average wage (e.g., similar to EFI QTI program, measured on graduated scale).
- Are located in Rural Area of Opportunity as defined by the State of Florida (DEO).
- Provide a wider regional impact versus solely local impact.

- Align with other similar programs across the regions for greater regional impact, and not be duplicative of other existing projects or programs.
- Enhance research and innovative technologies in the region.
- Enhance a targeted industry cluster or create a Center of Excellence unique to Northwest Florida.
- Create a unique asset in the region that can be leveraged for regional growth of targeted industries demonstrate long-term financial sustainability following Triumph Gulf Coast, Inc. funding.
- Leverage funding from other government and private entity sources.
- Provide local investment and spending.
- Are supported by more than one governmental entity and/or private sector companies, in particular proposed projects or programs supported by more than one county in the region.
- Provide clear performance metrics over duration of project or program.
- Include deliverables-based payment system dependent upon achievement of interim performance metrics.
- Provide capacity building support for regional economic growth.
- Are environmentally conscious and business focused.
- Include Applicant and selected partners/vendors located in Northwest Florida.

Applications will be evaluated and scored based on compliance with the statutory requirements of the Triumph Gulf Coast legislation, including but not limited to the priorities identified therein and the geographic region served by the proposed project or program.



**Applicant Information**

Name of Individual (if applying in individual capacity):

Name of Entity/Organization: Board of County Commissioners of

Gulf County and Co-applicant Port St. Joe Port Authority (See attached applicant letter)

Individual/Entity/Organization: County Government

(If additional space is needed, please attach a Word document with your entire answer.) Federal Employer Identification Number: 549-6000627

Contact Information:

Primary Contact information: Jim McKnight

Title: Director, Gulf County Economic Development Coalition

Mailing Address: 1000 Cecil G Costin Sr Blvd Port St

Joe, FL 32456 Phone:850-832-0227

Email:jmcknight@gulfcounty-fl.gov Website:www.gulfcounty-fl.gov

Identify any co-applicants, partners, or other entities or organizations that will have a role in the proposed project or program and such partners proposed roles.

Gulf County and the Port St. Joe Port Authority will retain ownership of the floating drydock which will be located on Sovereignty Submerged Land in St. Joe Bay. Eastern Shipbuilding holds a long- term lease along one thousand (1,000) feet of deepwater on St. Joe Bay and Eastern will be the exclusive tenant of the floating dry dock. If the drydock is retained by applicants, ownership will be determined by the percentage of funds each entity contributes to the \$78,000,000 budgeted project expense.

Total amount of funding request from Triumph Gulf Coast:  
\$42,500,000,consisting of \$27,500,000 this request and shift of \$15,000,000 dollars  
from Co-applicant Port St. Joe Port Authority Triumph Grant #237 .

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Has the applicant in the past requested or applied for funds for all or part of the proposed project/program?

☒ Yes ☐ No

If yes, please provide detailed information concerning the prior request for funding, including:

- the date the request/application for funding was made- February 2019
- the source to which the request/application for funding was made: Triumph Gulf Coast
- the results of the request/application for funding: Application withdrawn by applicant.
- projected or realized results and/or outcomes from prior funding: N/A

(If additional space is needed, please attach a Word document with your entire answer.) Describe the financial status of the applicant and any co-applicants or partners:

Gulf County Commission 2024-2025 budget· www.gulfcounty-fl.gov

(If additional space is needed, please attach a Word document with your entire answer.)

In a separate attachment, please provide financial statements or information that details the financial status of the applicant and any co-applicants or partners.

Has the applicant or any co-applicants, partners or any associated or affiliated entities or individuals filed for bankruptcy in the last ten (10) years?

☐ :Yes

☒ :No

If yes, please identify the entity or individual that filed for bankruptcy and the date of filing.

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(If additional space is needed, please attach a Word document with your entire answer.)



## **Eligibility**

Pursuant to Section 288.8017, Triumph Gulf Coast, Inc. was created to make awards from available funds to projects or programs that meet the priorities for economic recovery, diversification, and enhancement of the disproportionately affected counties. The disproportionately affected counties are: Bay County, Escambia County, Franklin County, Gulf County, Okaloosa County, Santa Rosa County, Walton County, or Wakulla County. See, Section 288.08012.

1. From the choices below, please check the box that describes the purpose of the proposed project or program (check all that apply):

Ad valorem tax rate reduction within disproportionately affected counties; Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;

- ☒ [X] Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;

Grants to local governments in the disproportionately affected counties to establish and maintain equipment and trained personnel for local action plans of response to respond to disasters, such as plans created for the Coastal Impacts Assistance Program;

Grants to support programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties. Eligible programs include those that increase students' technology skills and knowledge; encourage industry certifications; provide rigorous, alternative pathways for students to meet high school graduation requirements; strengthen career readiness initiatives; fund high-demand programs of emphasis at the bachelor's and master's level designated by the Board of Governors; and, similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission of Education, encourage students with interest or aptitude for science, technology, engineering, mathematics, and medical disciplines to pursue postsecondary education at a state university or a Florida College System institution within the disproportionately affected counties;

Grants to support programs that provide participants in the disproportionately affected counties with transferable, sustainable workforce skills that are not confined to a single employer; and

Grants to the tourism entity created under s. 288.1226 for the purpose of advertising and promoting tourism and Fresh From Florida, and grants to promote workforce and infrastructure, on behalf of all of the disproportionately affected counties.



2. Provide the title and a detailed description of the proposed project or program, including the location of the proposed project or program, a detailed description of, and quantitative evidence demonstrating how the proposed project or program will promote economic recovery, diversification, and enhancement of the disproportionately affected counties, a proposed timeline for the proposed project or program, and the disproportionately affected counties that will be impacted by the proposed project or program.

See attached **Exhibit 1**.

(If additional space is needed, please attach a Word document with your entire answer.)

3. Explain how the proposed project or program is considered transformational and how it will effect the disproportionately affected counties in the next ten (10) years.

Eastern's original shipyard was established in 1976 for the purpose of constructing commercial fishing boats for the company's founder and President, Brian R. D'Isernia. As the owner of a fleet of commercial fishing vessels, Mr. D'Isernia ventured into the world of shipbuilding after learning firsthand that the only way to get the type of vessels he wanted was to design the vessels, write the specifications, and build them himself. As he built and developed his own personal fleet of vessels, other professionals in the industry took notice and began to request their own custom-built vessels.

Soon after, those in New England, Pacific Northwest, and Alaska began contacting Eastern with requests for customized fishing vessels as well and by 1980, 26 commercial fishing vessels had been constructed and delivered. Building on his passion for boats and the sea, Mr. D'Isernia decided to diversify Eastern's reputation from a 'Fishing Vessel' shipyard into a shipyard that could fulfill any type of custom vessel request, large or small. In 1981, Eastern's diversification began with the delivery of our first Offshore Supply Vessels.

Today, Eastern's history includes a portfolio of over 350 vessels. Eastern has become one of the most diverse vessel construction companies because of its state-of-the-art production line and fabrication processes. Eastern has built everything from the USCG Offshore Patrol Cutters, Offshore Supply Vessels, Tugs, ATB's, Inland Towboats, a SWATH Vessel, Passenger Vessels, Ro-Ro/Passenger Ferries, Inland Transport Vessels, Barges, Fireboats, Research Vessels, Offshore Construction Vessels, Dredges, High Speed Passenger Vessels, Fishing Vessels, and more for our customers.

Eastern Shipbuilding Group currently operates three shipyards on the Florida Gulf Coast, specializing in high quality steel and aluminum vessel construction. In addition, Eastern engages in all aspects of steel fabrication methods. At each facility, conventional assembly methods as well as modular construction techniques are



supported, making them some of the most modern and efficient operations in the country.

**Eastern's Nelson Street Shipyard** sits on 24 acres and has over 2,000 feet of water frontage leading into St. Andrew's Bay and out to the Gulf of America. Adjacent to the shipyard is a 6-acre fabrication facility where much of the modular pre-fabrication is performed. The fabrication yard consists of 22,300 square feet (2071.73 sq/m) of warehouse space. The shipyard has (7) crawler cranes ranging from 45 to 400 ton lifting capacity. The shipyard is equipped with (2) marine railways, 700 linear ft of steel bulk-headed side launch capability, a mechanic shop, and shipping & receiving buildings. It is also outfitted with (3) aluminum and steel fabrication buildings totaling 57,000 square feet (5,295.47 sq/m) and (11) concrete fabrication platens.

The Nelson Street Shipyard has undergone numerous enhancements since the company opened 1976 including:

- In-ground marine railway transfer system. Side launch way.
- (11) concrete fabrication platens totaling 114,147 square feet (10,604.60 sq/m). Fabrication building fully outfitted with (6) 10-20 ton overhead cranes.
- (2) 1,250 Ton marine railways for launching and marine haul-outs.
- 250MT self-leveling ship module transporter.
- Operational in 2017, (1) Hines Model 200CNC-BendPro G2 Series 20' Bed Hydraulic Pipe Bender, up to 2" Pipe @ 190 Degrees.
- Operational in 2017, (1) Hines Model 800CNC-BendPro G2 Series Hydraulic Pipe Bender, up to 6" Pipe @ 190 Degrees.

**Eastern's Allanton Road Shipyard** sits on over 300 acres, has an 1,800 linear ft. basin seawall, and has over 6,000 feet of water frontage leading into St. Andrew's Bay and out to the Gulf of America. A 32,000 square feet (2972.89 sq/m) building houses the steel processing equipment, consisting of a Wheelabrator automated horizontal shot blasting and painting machine for plate and structural members, (3) 10-ton overhead cranes, a Davi MCB130 1-5/8" Plate Roll, a Cincinnati 175-ton Press Brake, a Pacific FK-1250-24 1250-ton Press Brake, a Messer MPC2030 Plasma Precision Cutting Machine, and a Davi MCP 36 Angle Roll. (13) crawler cranes ranging from 175 to 660 ton lifting capacity are used across the facility. The facility also includes an electrical shop, carpenter shop, pipe shop, warehouse, and sandblasting & painting shop, with 46,800 square feet (4,347.86 sq/m) of warehouse space with 4,400 square feet office spaces which staffs our engineering, project management, safety, QA/QC, HR, client offices, and purchasing departments.



The Allanton Road Shipyard has undergone numerous enhancements since the early 1980's including:

- Multiple in-ground marine railway transfer systems.
- Multiple side launch ways totaling 1,800 linear ft. basin seawall and launch basin expansions with an overall dimension of 760' (231.65m) in length and 200' (60.96m) in width.
- Operational in 2016, (1) MG-MESSER, CNC Plasma Arc Burning Machine with (2) x 10'x40' dry mirror cutting tables, 6" cutting thickness and 3" x 45° material beveling.
- Operational in 2010, (1) Ogden Series Arc Welding System, Automated Welding Steel Panel Line.
- Operational in 2018, (1) Davi MCP 36 Angle Roll is a 3 Roll Double Pinch, Digital, Full Hydraulic with "Roll-by-Wire", and Friction-Free Planetary Guides machine.
- Operational in 2019 (1) Davi MCB130 1-5/8" Plate Roll.
- Steel Processing Building, 400' (121.92m) long x 80' (24.38m) width x 25' (7.62m) height totaling 32,000 square feet (2,972.89 sq/m) containing the Wheelabrator and CNC Plasma Arc Burning Machines.
- Panel Line Building, 560' (170.68 m) long x 127' (38.71 m) width x 50' (15.25 m) height totaling 71,120 square feet (6,607.26 sq/m) building that houses the Ogden Panel Line, the Press Brake and Angle Roller. These (2) large processing buildings are connected allowing for indoor straight-line production.
- 500MT & (2) 250MT self-leveling ship module transporters.
- (15) concrete fabrication platen expansions now totaling 270,460 square feet (25,126.56 sq/m).

**Eastern's Port St. Joe Facility** is our newest facility where we are expanding into vessel sustainment for both commercial and government customers. This facility encompasses 40 acres and 1,000 feet of deepwater bulkhead with unrestricted access to the Gulf of America test and trials grounds only a few short miles away. A number of commercial vessels have been outfitted along the berth in Port St Joe with nearly 200 employees. A drydock will increase possibilities for additional military and commercial work.

(If additional space is needed, please attach a Word document with your entire answer.)

4. Describe data or information available to demonstrate the viability of the proposed project or program.

See attached **Exhibit 2**

(If additional space is needed, please attach a Word document with your entire answer.)

5. Describe how the impacts to the disproportionately affected counties will be measured long term. The best measure of impact is the number of direct and indirect jobs created and maintained.

|                                 |                     |
|---------------------------------|---------------------|
| Direct 215 Jobs-----            | \$10,105,000        |
| Indirect 563 Jobs -----         | \$26,461,000        |
| <b>Total Jobs 778 Jobs-----</b> | <b>\$36,566,000</b> |

(If additional space is needed, please attach a Word document with your entire answer.)

6. Describe how the proposed project or program is sustainable. (Note: Sustainable means how the proposed project or program will remain financially viable and continue to perform in the long- term after Triumph Gulf Coast, Inc. funding.)

Eastern has expanded its commercial vessel construction and outfitting capabilities by expanding to Port St Joe. Eastern's investments combined with Florida Legislative appropriations in recent years has enable the former papermill site to be transformed in to an industrial ship fitting and outfitting yard along one-thousand (1,000) feet of deepwater on St Joe Bay adjacent to the St Joe Bay channel and the channel to the Intracoastal Waterway. The drydock will provide Easternthe opportunity to perform warranty work on previously constructed vessels and to complete ship repair, maintenance and modifications for vessels and extending beyond the Gulf of America. Currently, Eastern has to transport its vessels either to New Orleans, Mobile or Tampa for drydock services. Due to the limited number of available drydocks in this region, vessels normally have difficulty scheduling drydock work at the existing drydocks. A drydock would enable a Maintenance, Repair and Overhaul (MRO) facility for the Gulf of America.

This project is unique as compared to other Triumph projects in that Gulf County **and the Port Authority will retain ownership** of the drydock which can be sold to a third-party in the unlikely event of a grant award agreement default.

(If additional space is needed, please attach a Word document with your entire answer.)

7. Describe how the deliverables for the proposed project or program will be measured.

Eastern has committed to creating direct jobs which is one of the best measures.

Certifications bestowed by the Maritime Academy as part of this project.

(If additional space is needed, please attach a Word document with your entire answer.)

### **Priorities**

1. Please check the box if the proposed project or program will meet any of the following priorities (check all that apply):



[X] Generate maximum estimated economic benefits, based on tools and models not generally employed by economic input-output analyses. including cost-benefit, return-on-investment, or dynamic scoring techniques to determine how the long-term economic growth potential of the disproportionately affected counties may be enhanced by the investment.

[X] Increase household income in the disproportionately affected counties above national average household income.

Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.

[X] Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.

Benefit the environment, in addition to the economy.

Provide outcome measures.

Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.

[X] Are recommended by the board of county commissioners of the county in which the project or program will be located.

Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

2. Please explain how the proposed project meets the priorities identified above.

According to the U.S. Maritime Administration ("MARAD") in 2021: "The U.S. private shipbuilding and repairing industry is comprised of establishments that are primarily engaged in operating shipyards, which are fixed facilities with drydocks and fabrication equipment. Shipyard activities include ship construction, repair, conversion and alteration, as well as the production of prefabricated ship and barge sections and other specialized services. The industry also includes manufacturing and other facilities outside of the shipyard, which provide parts or services for shipbuilding activities within a shipyard. In 2019, the U.S. private shipbuilding and repairing industry directly provided 107,180 jobs, \$9.9 billion in labor income, and \$12.2 billion in gross domestic product, or GDP, to the national economy. Including direct, indirect, and induced impacts, on a nationwide basis, total economic activity associated with the industry reached 393,390 jobs, \$28.1 billion of labor income, and \$42.4 billion in GDP in 2019."

"Considering the indirect and induced impacts, each direct job in the U.S. private shipbuilding and repairing industry is associated with another 2.67 jobs in other parts of the U.S. economy; each dollar of direct labor income and GDP in the U.S. private shipbuilding and repairing industry is associated with another \$1.82 in labor income and



\$2.48 in GDP, respectively, in other parts of the U.S. economy. Currently there are 154 private shipyards in the United States, spread across 29 states and the U.S. Virgin Islands, that are classified as active shipbuilders. In addition, there are more than 300 shipyards engaged in ship repairs or capable of building ships but not actively engaged in shipbuilding.<sup>1</sup> The majority of shipyards are located in the coastal states, but there also are active shipyards on major inland waterways such as the Great Lakes, the Mississippi River, and the Ohio River. Employment in shipbuilding and repairing is concentrated in a relatively small number of coastal states, with the top five states accounting for 64 percent of all private employment in the shipbuilding and repairing industry. The Federal government, including the U.S. Navy, U.S. Army, and U.S. Coast Guard, is an important source of demand for U.S. shipbuilders. While less than three percent of the vessels delivered in 2020 (16 of 608) were delivered to U.S. government agencies, 14 of the 15 deliveries of large deep-draft vessels were to the U.S. government: seven to the U.S. Navy and seven to the U.S. Coast Guard.” In a March 4, 2025, speech President Trump stated “We are going to resurrect the American shipbuilding industry including commercial and military ships”.

While these national averages are not indicative of wages in Gulf County and the disproportionately affected counties, it strongly indicates shipbuilding and repair wages from this project will be higher than average household incomes. This project will be owned by Gulf County. The outcome measures are direct jobs created by Eastern Shipbuilding with clawback provisions. This project is the only project recommended by the Board of County Commission. See attached Exhibit 3. (If additional space is needed, please attach a Word document with your entire answer.)

3. Please explain how the proposed project or program meets the discretionary priorities identified by the Board.

The project is transformational because it creates net-new jobs in an area that sorely needs stability. Since it's already underway, the project can be consummated quickly. As a water transport, it aligns with NWF Forward as an industry cluster. Wages will be above regional average and is located in a Rural Area of Opportunity. The project supports employment in multiple counties and aligns with other projects. See attached Exhibit 4.

4. In which of the eight disproportionately affected county/counties is the proposed project or program located? Walton, Bay, Gulf, Franklin, Wakulla
5. Was this proposed project or program on a list of proposed projects and programs submitted to Triumph Gulf Coast, Inc., by one (or more) of the eight disproportionately affected Counties as a project and program located within its county?

☒ Yes

☐ No



If yes, list all Counties that apply: Gulf

6. Does the Board of County Commissioners for each County listed in response to question 5, above, recommend this project or program to Triumph?

☒ Yes                      ☐ No

**\*\*Please attach proof of recommendation(s) from each County identified.**

See attached **Exhibit 5**—Letters of Support

### **Approvals and Authority**

1. If the Applicant is awarded grant funds based on this proposal, what approvals must be obtained before Applicant can execute an agreement with Triumph Gulf Coast, Inc.?

Dredging permits from FDEP and USACOE which should be issued within the 33 months it will take to construct the drydock.

(If additional space is needed, please attach a Word document with your entire answer.)

2. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the entity and Triumph Gulf Coast:
  - A. Provide the schedule of upcoming meetings for the group for a period of at least six months. Gulf County Commission meets twice per month.
  - B. State whether that group can hold special meetings, and if so, upon how many days' notice. The Gulf County Commission can hold special meetings on 7 days' notice.

(If additional space is needed, please attach a Word document with your entire answer.)

3. Describe the timeline for the proposed project or program if an award of funding is approved, including milestones that will be achieved following an award through completion of the proposed project or program.

The Ship Maintenance Repair and Overhaul ("SMRO") facility design is complete, unless plan revisions are beneficial, and upland investments have been completed.

(If additional space is needed, please attach a Word document with your entire answer.)

4. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the entity applying for funding. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc. In addition, please attach any support letters from partners.

### **Funding and Budget:**

Pursuant to Section 288.8017, awards may not be used to finance 100 percent of any project or program. An awardee may not receive all of the funds available in any given year.

1. Identify the amount of funding sought from Triumph Gulf Coast, Inc. and the time period over which funding is requested.

Total request is \$ 74,000,000., of which one-half is needed in 2026 and one-half in 2027. (If additional space is needed, please attach a Word document with your entire answer.)

2. What percentage of total program or project costs does the requested award from Triumph Gulf Coast, Inc. represent? (Please note that an award of funding will be for a defined monetary amount and will not be based on percentage of projected project costs.) 35%  
(If additional space is needed, please attach a Word document with your entire answer.)
3. Please describe the types and number of jobs expected from the proposed project or program and the expected average wage.

|                             |              |
|-----------------------------|--------------|
| Direct 215 Jobs-----        | \$10,105,000 |
| Indirect 563 Jobs-----      | \$26,461,000 |
| Total <b>Jobs 778</b> ----- | \$36,566,000 |

(If additional space is needed, please attach a Word document with your entire answer.)

4. Does the potential award supplement but not supplant existing funding sources? If yes, describe how the potential award supplements existing funding sources.

[X] Yes [ ] No

The Florida Legislature appropriated \$6,000,000 in 2017 all of which has been expended except \$777,000, which was swept earlier by the Legislature in 2025.

(If additional space is needed, please attach a Word document with your entire answer.)

5. Please provide a Project/Program Budget. Include all applicable costs and other funding sources available to support the proposal.

A. Project/Program Costs:

Example Costs (Note: Not exhaustive list of possible Cost categories.)

A. Projected Budget

- Construction \$50,000,000
- Dredging \$15,000,000



- Mooring Dolphins \$8,500,000
  - Heavy Moorings \$1,500,000
  - Maritime Academy \$3,000,000
- TOTAL \$78,000,000**

Other Project Funding Sources:

Gulf County Bonds to be paid by lease payment from Eastern Shipbuilding.

|   |                      |
|---|----------------------|
| Triumph Funds Requested   | \$27,500,000         |
| Triumph (Port Authority) Dredging Funds shifted to Project  | \$15,000,000         |
| <b>Total Triumph Support of Project (\$42,500,000)</b>  |                      |
| State Funds in 2025 proposed State Budget   | \$3,000,000          |
| Legislative Request Port Authority <b>or</b> Job Growth Grant<br>(If both are received, The Triumph Request will be reduced by \$3,300,00 and the Bond/Lease amount reduced by \$1,700,000) | \$5,000,000          |
| Florida Commerce Small Cities CDBG Grant  | \$6,000,000          |
| Gulf County Bond/ Eastern lease   | \$21,500,000         |
| <b>Funding for Project</b>  | <b>\$78,000,000</b>  |
| <b>Other Project Costs and Funding</b>  |                      |
| Federal Government 20-2023 Appropriation  | \$1,000,000          |
| Easten Shipbuilding Group Capex Investment 20-2023  | \$45,000,000         |
| <b>Other Costs</b>  |                      |
| Maritime Academy built on Port Authority Property   | \$3,000,000          |
| <b>Total Project Cost</b>   | <b>\$124,000,000</b> |

**NOTE: Funding shortfalls for Legislative requests and Grants will be assumed by Triumph at 66% and Gulf County Bonds / Eastern Lease at 34%.**

Note: The total amount requested must equal the difference between the costs in 3A. and the other project funding sources in 3.B.

- B. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

The proposed project is structured to leverage multiple funding sources, with private, State, County and Port funding to minimize the financial burden on Triumph Gulf Coast. For FY 2025-2026, Legislative Appropriation requests have been submitted for totaling \$5 million to fund the SMRO facility. If funded, the total amount requested from Triumph Gulf Coast can be significantly reduced to reflect the decreased need for supplemental funding.

The timeline for securing these funds begins with monitoring the status of the



Legislative Appropriations during the 2025 Legislative Session and engaging with Legislative sponsors and relevant state agencies to ensure continued support. If the appropriations are approved, funding is expected to be available by the beginning of FY 2025-2026 (July 2025). Following this, the final funding request to Triumph Gulf Coast will be submitted after the outcome of the legislative appropriations is determined. If legislative appropriations are secured, the amount requested from Triumph will be adjusted accordingly. Once Triumph funding is secured, project implementation will begin.

In the event that legislative appropriations are not fully funded, Triumph Gulf Coast funding will be used to cover the gap, ensuring that the project moves forward without delay. This approach ensures that the project is executed efficiently while demonstrating fiscal responsibility and maximizing the impact of available public funds.

(If additional space is needed, please attach a Word document with your entire answer.)

Applicant understands that the Triumph Gulf Coast, Inc. statute requires that the award contract must include provisions requiring a performance report on the contracted activities, must account for the proper use of funds provided under the contract, and must include provisions for recovery of awards in the event the award was based upon fraudulent information or the awardee is not meeting the performance requirements of the award.

☒ Yes

☐ No

Applicant understands that awardees must regularly report to Triumph Gulf Coast, Inc. the expenditure of funds and the status of the project or program on a schedule determined by Triumph Gulf Coast, Inc.

☒ Yes

☐ No

Applicant acknowledges that Applicant and any co-Applicants will make books and records and other financial data available to Triumph Gulf Coast, Inc. as necessary to measure and confirm performance metrics and deliverables.

☒ Yes

☐ No

Applicant acknowledges that Triumph Gulf Coast, Inc. reserves the right to request additional information from Applicant concerning the proposed project or program.

☒ Yes

☐ No

## **ADDENDUM FOR INFRASTRUCTURE PROPOSALS:**

## 1. Program Requirements

- A. Is the infrastructure owned by the public? [X] Yes     [ ] No
- B. Is the infrastructure for public use or does it predominately benefit the public? [X] Yes  
[ ] No
- C. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?  
[ ] Yes    [X] No
- D. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current and future businesses.

See The Economic Importance of the U.S. Private Shipbuilding and Repairing Industry Maritime Administration (MARAD) March 30, 2021 on **Exhibit 6.**

(If additional space is needed, please attach a Word document with your entire answer.)

- E. Provide a detailed description of, and quantitative evidence demonstrating how the proposed public infrastructure project will promote:
- o Economic recovery,
  - o Economic Diversification,
  - o Enhancement of the disproportionately affected counties,
  - o Enhancement of a Targeted Industry.

**See Exhibits 7 and 8**

(If additional space is needed, please attach a Word document with your entire answer.)

## 2. Additional Information

- A. Is this project an expansion of existing infrastructure project? ☐ Yes ☒ No
- B. Provide the proposed beginning commencement date and number of days required to complete construction of the infrastructure project.

Upland improvements in support of this project have been completed. Completion of this floating drydock is estimated at thirty-three (33) months following Triumph's approval of a grant award agreement.

(If additional space is needed, please attach a Word document with your entire answer.)



- C. What is the location of the public infrastructure? (Provide the road number, if applicable.)  
Port St Joe  
(If additional space is needed, please attach a Word document with your entire answer.)

Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)  
Lessee, Eastern Shipbuilding, Inc.

(If additional space is needed, please attach a Word document with your entire answer.)

- D. What permits are necessary for the infrastructure project?  
U.S. Army Corps of Engineers and Florida Department of Environmental Protection dredging permit  
(If additional space is needed, please attach a Word document with your entire answer.)

Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

Permit application is in process. They were begun prior to Hurricane Michael and suspended following Hurricane Michael. They are in process currently.

(If additional space is needed, please attach a Word document with your entire answer.)

- E. What is the future land use and zoning designation on the proposed site of the Infrastructure improvement, and will the improvements conform to those uses?

The upland property is zoned for industrial uses and the project will conform to existing zoning.

(If additional space is needed, please attach a Word document with your entire answer.)

- F. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline

☐ Yes

☒ No

(If additional space is needed, please attach a Word document with your entire answer.)

- G. Does this project have a local match amount? If yes, please describe the entity providing the match and the amount.

☐ Yes

☒ No

(If additional space is needed, please attach a Word document with your entire answer.)

- H. Provide any additional information or attachments to be considered for

this proposal. (If additional space is needed, please attach a Word document with your entire answer.)



## ADDENDUM FOR WORKFORCE TRAINING PROPOSALS

### 1. Program Requirements

Will this proposal supports programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties? If yes, please identify where the campuses are located and provide details on how the proposed programs will prepare students for future occupations and at which K-20 institutions that programs will be provided.

Yes

No

(If additional space is needed, please attach a Word document with your entire answer.)

#### A. Will the proposed program (check all that apply):

☒ Increase students' technology skills and knowledge ☒ Encourage industry certifications

☐ Provide rigorous, alternative pathways for students to meet high school graduation requirements

☐ Strengthen career readiness initiatives

☐ Fund high-demand programs of emphasis at the bachelor's and master's level designated by the Board of Governors

☐ Encourage students with interest or aptitude for science, technology, engineering, mathematics, and medical disciplines to pursue postsecondary education at a state university or a Florida College System institution within the disproportionately affected counties (similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission on Education)

For each item checked above, describe how the proposed program will achieve these goals

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(If additional space is needed, please attach a Word document with your entire answer.)

#### B. Will this proposal provide participants in the disproportionately affected counties with transferable, sustainable workforce skills but not confined to a single employer? If yes, please provide details.

☒ Yes

☐ No

(If additional space is needed, please attach a Word document with your entire answer.)

- C. Identify the disproportionately affected counties where the proposed programs will operate or provide participants with workforce skills. Gulf, Franklin and Bay Counties.

(If additional space is needed, please attach a Word document with your entire answer.)

- D. Provide a detailed description of, and quantitative evidence demonstrating how the proposed project or program will promote:
- o Economic recovery,
  - o Economic Diversification,
  - o Enhancement of the disproportionately affected counties,
  - o Enhancement of a Targeted Industry.

(If additional space is needed, please attach a Word document with your entire answer.)

2. Additional Information

- A. Is this an expansion of an existing training program? Is yes, describe how the proposed program will enhance or improve the existing program and how the proposed program will supplement but not supplant existing funding sources.
- ☐ Yes ☒ No

(If additional space is needed, please attach a Word document with your entire answer.)

- B. Indicate how the training will be delivered (e.g., classroom-based, computer based, other).
- If in person, identify the location(s) (e.g., city, campus, etc.) where the training will be available. On Co-Applicant Port Authority property adjacent to the shipbuilding facility in Port St. Joe, Fl.



If computer-based, identify the targeted location(s) (e.g., city, county) where the training will be available.

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(If additional space is needed, please attach a Word document with your entire answer.)

- C. Identify the number of anticipated enrolled students and completers. To be determined

(If additional space is needed, please attach a Word document with your entire answer.)

- D. Indicate the length of the program (e.g, quarters, semesters, weeks, months, etc.) including anticipated beginning and ending dates. . To be determined

(If additional space is needed, please attach a Word document with your entire answer.)

- E. Describe the plan to support the sustainability of the proposed program. . To be determined

(If additional space is needed, please attach a Word document with your entire answer.)

- F. Identify any certifications, degrees, etc. that will result form the completion of the program.

To be determined

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(If additional space is needed, please attach a Word document with your entire answer.)

**NOT APPLICABLE**

- G. Does this project have a local match amount? If yes, please describe the entity providing the match and the amount.

☐ Yes

☐ No

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(If additional space is needed, please attach a Word document with your entire answer.)

- H. Provide any additional information or attachments to be considered for this proposal.

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(If additional space is needed, please attach a Word document with your entire answer.)

**NOT APPLICABLE**

**ADDENDUM FOR AD VALOREM TAX RATE REDUCTION:**

1. Program Requirements

- A. Describe the property or transaction that will be supported by the ad valorem tax rate reduction.

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(If additional space is needed, please attach a Word document with your entire answer.)

- B. Provide a detailed explanation of how the ad valorem tax rate reduction will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

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(If additional space is needed, please attach a Word document with your entire answer.)

- C. Provide a detailed description of the quantitative evidence demonstrating how the



proposed ad valorem tax reduction will promote:

- o Economic recovery,
- o Economic Diversification,
- o Enhancement of the disproportionately affected counties,
- o Enhancement of a Targeted Industry.

(If additional space is needed, please attach a Word document with your entire answer.)

2. Additional Information

- A. What is the location of the property or transaction that will be supported by the ad valorem tax rate reduction?  
(If additional space is needed, please attach a Word document with your entire answer.)
- B. Detail the current status of the property or transaction that will be supported by the ad valorem tax rate reduction and provide a detailed description of when and how the ad valorem tax rate reduction will be implemented.

**NOT APPLICABLE**

(If additional space is needed, please attach a Word document with your entire answer.)

- C. Does this proposed project have a local match amount? If yes, please describe the entity providing the match and the amount.  
☐ Yes ☐ No

(If additional space is needed, please attach a Word document with your entire answer.)

- D. Provide any additional information or attachments to be considered for this proposal.

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(If additional space is needed, please attach a Word document with your entire answer.)

**NOT APPLICABLE**

**ADDENDUM FOR LOCAL MATCH REQUIREMENTS OF SECTION  
288.0655, FLORIDA STATUTES**

1. Program Requirements

- A. Describe the local match requirements of Section 288.0655 and the underlying project, program or transaction that will be funded by the proposed award.

(If additional space is needed, please attach a Word document with your entire answer.)

- B. Provide a detailed explanation of how the local match requirements and the underlying project or program will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

(If additional space is needed, please attach a Word document with your entire answer.)

- C. Provide a detailed description of, and quantitative evidence demonstrating how the proposed local match requirements will promote:
- o Economic recovery,
  - o Economic Diversification,
  - o Enhancement of the disproportionately affected counties,
  - o Enhancement of a Targeted Industry.

If additional space is needed, please attach a Word document with your entire answer.)

2. Additional Information

- A. What is the location of the property or transaction that will be supported by the local match requirements?

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(If additional space is needed, please attach a Word document with your entire answer.)

**NOT APPLICABLE**

- B. Detail the current status of the property or transaction that will be supported by the local match requirement and provide a detailed description of when and how the local match requirement will be implemented.

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(If additional space is needed, please attach a Word document with your entire answer.)

- C. Provide any additional information or attachments to be considered for this proposal.

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(If additional space is needed, please attach a Word document with your entire answer.)



## **NOT APPLICABLE**

### **ADDENDUM FOR LOCAL ACTION PLAN**

1. Program Requirements
  - A. Describe how the proposed award will establish and maintain equipment and trained personnel for local action plans of response to respond to disasters.
  - B. Describe the type and amount of equipment and trained personnel that will be established or maintained by the proposed award.
  - C. Identify the specific local action plans (e.g., Coastal Impacts Assistance Program) that will benefit from the proposed award.
  - D. Provide a detailed explanation of how the proposed award will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

(If additional space is needed, please attach a Word document with your entire answer.)

- E. Provide a detailed description of the quantitative evidence demonstrating how the proposed will promote:
  - o Economic recovery,
  - o Economic Diversification,
  - o Enhancement of the disproportionately affected counties,
  - o Enhancement of a Targeted Industry.

(If additional space is needed, please attach a Word document with your entire answer.)

### **2. Additional Information**

- A. What is the location of the local action program that will be supported by the proposed award?

(If additional space is needed, please attach a Word document with your entire answer.)

- B. Detail the current status of the local action plans (e.g., new plans, existing plans, etc.) that will be supported by the proposed award and provide a detailed description of when and how the proposed award will be implemented.

**NOT APPLICABLE**

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(If additional space is needed, please attach a Word document with your entire answer.)

- C. Provide any additional information or attachments to be considered for this proposal.

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(If additional space is needed, please attach a Word document with your entire answer.)



**NOT APPLICABLE**

**ADDENDUM FOR ADVERTISING/PROMOTION**

1. Program Requirements

A. Is the applicant a tourism entity created under s. 288.1226, Florida Statutes? ☐ Yes ☐ No

B. Does the applicant advertise and promote tourism and Fresh From Florida? If yes, provide details on how it advertises and promotes tourism and Fresh From Florida.  
☐ Yes ☐ No

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(If additional space is needed, please attach a Word document with your entire answer.)

C. Does the proposed award promote workforce and infrastructure on behalf of the disproportionately affected counties? If yes, describe how workforce and infrastructure is promoted on behalf of the disproportionately affected counties.  
☐ Yes ☐ No

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(If additional space is needed, please attach a Word document with your entire answer.)

D. Provide a detailed explanation of how the proposed award will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

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(If additional space is needed, please attach a Word document with your entire answer.)

E. Provide a detailed description of the quantitative evidence demonstrating how the proposed will promote:

- o Economic recovery,
- o Economic Diversification,
- o Enhancement of the disproportionately affected counties,
- o Enhancement of a Targeted Industry.

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(If additional space is needed, please attach a Word document with your entire answer.)

2. Additional Information

A. Describe the advertising and promotion mediums and locations where the advertising and promotion will occur.

**NOT APPLICABLE**

(If additional space is needed, please attach a Word document with your entire answer.)

- B. Detail the current status of the advertising and promotion (e.g., new plans, existing plans, etc.) that will be supported by the proposed award and provide a detailed description of when and how the proposed award will be implemented.

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(If additional space is needed, please attach a Word document with your entire answer.)

- C. Provide any additional information or attachments to be considered for this proposal.

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(If additional space is needed, please attach a Word document with your entire answer.)



I, the undersigned, do hereby certify that I have express authority to sign this proposal on my behalf or on behalf of the above-described entity, organization, or governmental entity:

Name of Applicant: Gulf County

Name and Title of Authorized Representative: Michael L. Hammond, Gulf County Administrator

Representative Signature:

A handwritten signature in blue ink, appearing to read "M. Hammond", written over a horizontal line.

Signature Date:

April 3, 2025\_

## **Exhibit 1**

(addendum to #2, page 10 of Gulf County Triumph Application)

The Gulf County Ship Maintenance Repair and Overhaul facility project (SMRO) proposes to create infrastructure that will transform a recently established shipbuilding facility from one that currently relies on the cyclical new construction shipbuilding market into an SMRO facility that will benefit from a steady stream of maintenance, repair, and overhaul work for both government and commercial vessels. SMRO facility infrastructure includes construction of a Jones Act Compliant self-docking floating dry dock capable of lifting vessels up to 15,000 long tons in weight out of the water, completion of associated dredging, Installation of shoreside mooring structures and services, as well as installation of water borne mooring structures. The SMRO facility will bring steady economic expansion to Gulf County and serve as a catalyst to a myriad of additional supporting businesses and industries for Gulf County and the region. The floating drydock functional design has been completed utilizing funding invested by the state of Florida under a grant through the Florida Department of Transportation. Eastern Shipbuilding (who currently operates the shipbuilding facility in Gulf County where the drydock is intended to be operated) has already agreed to exclusively lease and operate the dry dock following completion of drydock construction, the necessary dredging of a submergence basin adjacent to the existing bulkhead, and the requisite mooring fixtures and services. Perhaps even more significant is the fact that the creation of an SMRO facility plays an integral role in its planned expansion into supporting future major shipbuilding programs for the United States Navy.

The proposal also enables Port St Joe, Gulf County and the region to compete with the likes of Tampa, Mobile, New Orleans and other vessel repair locations on the Gulf Coast and throughout the nation. As has been cited above, this project has been unanimously supported by all four of Gulf County's elected boards (Gulf County, City of Port St. Joe, City of Wewahitchka and the Gulf County School Board) and unanimously support by the Port St. Joe Port Authority, all citing the transformational potential for our county and the eastern region of the Panhandle. The shipbuilding industry carries with it wide ranging positive impacts to the area economy due to the depth of the supply chain required and the array of labor skillsets required. "Most of the indirect and induced economic impact of the shipbuilding/repairing industry is associated with the industry's ongoing operations, as its capital expenditures account for less than five percent. The largest amount of indirect and induced economic activity associated with the industry is in the services sector." Other significant indirect and induced activities occur in wholesale and retail trade; finance, insurance and real estate; and manufacturing.

The services sector, such as management of companies, architectural, engineering, and related services, other professional; services, employment services, and business support services, received nearly half of the indirect impact due to its importance in the supply chain to the shipbuilding and repairing industry. The services sector



further received more than half of the induced impact from consumer spending attributable to the industry.

Considering the indirect and induced impacts, each direct job in the U.S shipbuilding and repairing industry is associated with another 2.67 jobs in other parts of the national economy; each dollar of direct labor income and GDP is associated with another \$1.82 in labor income and \$2.48 in GDP, respectively, outside of the shipbuilding and repairing industry."<sup>2</sup> These statistics show how an investment in an SMRO facility in Gulf County will pay significant dividends to the area economy both directly and indirectly.

Port Saint Joe was once a vibrant city with a thriving fishing industry and active paper mill. In 1994, a Florida Constitutional Amendment banned fishing nets, which directly impacted Gulf County and its multi-generational fishing industry. Five years later, the papermill closed its doors after nearly 60 years of operation, and with it hundreds of direct jobs evaporated along with all the indirect jobs supported by mill operations. The community began what would become a decades-long campaign to desperately attract jobs and economic stability to Gulf County. Despite sporadic flashes of hope, meaningful and stable employment to significantly undergird our economy has been illusive for nearly 30 years. Breadwinners stretched to find employment traveling further and further distances to provide for their families. Eventually, out of necessity, many chose to relocate elsewhere. Less than 46% of Gulf County's population is in the workforce, which is nearly 20% below the State average. The median household income is \$41,788 with per capita income of \$19,631 and 22% in poverty. Our civilian workforce peaked in 1994 and declined to a record low in 2000, rising to a record high in 2005 with the real estate boom, but has since experienced an overall general decline.

The SMRO project will transform and diversify Gulf County's tourism-based economy, providing stability through future adverse economic challenges. The SMRO facility represents a once in a generation opportunity to spur economic growth in Gulf County. The history of Eastern Shipbuilding and its transition to Gulf County can be traced back to its original shipyard, which was established in 1976. In 1981, Eastern expanded manufacturing to a second facility in Allanton in order to build a broader range of vessels and has since delivered more than 350 vessels serving a wide variety of markets throughout the US and abroad. Eastern Shipbuilding is a mid-sized tier 2 shipyard primarily engaged in new construction and repair of government and commercial vessels in Bay County and Gulf County, Florida. Eastern has firmly established itself as a premier builder of vessels for both the government sector and the commercial sector.

Eastern Shipbuilding and Gulf County have a strong partnership and an exceptional track record in collaborating to produce shipbuilding excellence. It began in 2012, when Eastern Shipbuilding Group secured an exclusive long-term lease with the St Joe Company for vessel construction and repair on 20 acres with the option to secure an additional adjacent 20 acres. The property includes approximately 1,000 feet of deepwater bulkhead on St Joe Bay, adjacent to a congressionally authorized shipping



channel and turning basin. Gulf County subsequently applied for a state grant for the rehabilitation of the site into a working shipbuilding facility capable of supporting new vessel construction outfitting, test and trials, and final delivery. The overall project proposal included (1) repairs and rehabilitation to the existing wharf (2) completion of the functional design for a floating drydock (3) necessary upland infrastructure improvements (4) dredge area permitting, design, spoil removal and spoil disposal. In its 2017 regular session, the Florida Legislature appropriated a total of \$6 million for this project, of which \$1 million was designated for dredging and \$5 million for upland infrastructure and costs associated with construction of the floating dry dock. Gulf County executed a Joint Participation Agreement with the Florida Department of Transportation on December 12, 2017 for the appropriated State expenditures toward this project.

In May 2018 Eastern Shipbuilding Group, Gulf County and the St Joe Company executed an Economic Development Agreement whereby Gulf County undertook responsibility for the design, construction and oversight of the legislatively appropriated projects in Port St Joe. Design and construction of the new facility began shortly thereafter with the award for construction management services and the award of a design contract for a floating dry dock. Following approval of the development order construction began on site improvements including site prep, fence erection, electrical service with conduits and substations, site lighting, shore power up to 2,000 amps, in water seawall inspection and repair, and inspection and replacement of dock bollards and moorings. Additionally, a 10,000 square foot expandable warehouse and other requisite service structures were installed across the upland parcel. During this time, Eastern has invested millions completing infrastructure improvements that were required but not covered by the grant. Additionally, Eastern has invested, according to 2017 appraised values of the Bay County Property Appraiser's office, over \$11.7 Million in real estate and over \$75 Million in equipment and improvements which are necessary for shipbuilding and launching in Bay County and vessel repair in Gulf County.

In early 2021, the rehabilitated facility was officially commissioned and ESG immediately began using the facility to perform final vessel outfitting, tests, and sea trials on several new construction vessel contracts. In February 2021, the first of three Staten Island Ferries were delivered to Port St. Joe for outfitting and testing prior to delivery. To date, ESG has outfitted and delivered three Staten Island Ferries, one Long Island Ferry and one large 8,500 cubic foot capacity Trailing Suction Hopper Dredge (TSHD).

#### **SMRO Facility Characteristics:**

**Design and Design Characteristics:** The Gulf County Commission, following a competitive solicitation process, selected Heger Dry Dock, Inc. (<http://www.hegerdrydock.com>) for the floating dry dock design. Heger is an industry leader in dry dock design, dock selection, floating dock mooring design, inspection, certification as well as docking and launching calculations. They have extensive experience in most major shipyards in the United States resulting in their excellent reputation with the U.S. Coast Guard, the U.S. Navy and Military Sealift



Command. Heger has experience designing 1,000 to 80,000-ton capacity floating drydocks, basin dock projects, vessel transfer systems, and blockings arrangements for extraordinary vessels and emergency repair projects.

The SMRO facility will be self-docking, which means it can be easily maintained in sections at its Gulf County operating location, when any component of the dry dock needs to be repaired or replaced. It has the following design characteristics: a sectional type dock design (section lengths of approximately 80' each), dock length of approximately 428', maximum dock breadth of 120', maximum pontoon depth of approximately 14', maximum dock draft of approximately 45', pier elevation of MLLW differential of approximately 5' for transfer operations, dock capacity of approximately 15,000 LT at 1' of pontoon deck freeboard for repair docking operations. Technical specifications include 4 and 6 axle SPMTs to be used for transfer operations. The dock frame spacing is approximately 2', wingwall width-top (molded) shall be approximately 10', wingwall width (base) shall be approximately 14 feet, clear width between fenders shall be approximately 96', overall dock depth (molded) shall be approximately 48 feet, maximum draft over pontoon deck shall be approximately 33 feet, estimated keel line capacity shall be approximately 40.0 LT/ft, estimated lightweight (steel, outfitting, etc.) of approximately 4,000 LT and the estimated lightweight VCG shall be approximately 16.0FT. It is estimated that 250,000 cubic yards of material must be dredged to create the submergence pit required to safely submerge and re-float the drydock during normal operations. Progress on required dredging permits was slowed by Hurricane Michael and the Covid pandemic, however, the permitting review activity is well underway and the permit is expected to be issued by the end of CY 24.

**Dry Dock Construction:** Using Heger's engineering design, a competitive public bidding and procurement process acceptable to Triumph will be completed. Construction is expected to take up to 36 months after Triumph approval and the letting of a contract. The required dredging activities and construction of necessary mooring structures will be completed concurrently with the construction of the drydock, followed by the immediate opening of the SMRO operation in Gulf County. Upon full operation of the dry dock, Eastern will have employees at its Port St Joe facility supporting both new construction outfitting, test, and trials activities as well as supporting SMRO operations.

**Dry Dock Ownership and Use:** The Gulf County Commission and Port Authority will retain ownership of the Floating Dry Dock with an exclusive 50-year lease and purchase option with Eastern Shipbuilding Group, Inc. Eastern will be responsible for maintenance, upkeep and repair of the Dry Dock pursuant to the terms of a negotiated triple-net lease. Eastern will agree to exclusively operate the Dry Dock at Port St Joe, unless it is necessary to temporarily utilize the drydock for launching a very large deep draft vessel.

**Heavy Weather Mooring Infrastructure:** Heger's design of the drydock includes heavy weather mooring arrangements designed to mate with pier side heavy weather mooring infrastructure. Estimated cost of heavy weather mooring infrastructure: \$1,500,000.



**Mooring Dolphins Infrastructure:** The Heger drydock design incorporates mooring “gripper” structures that are designed to mate with a complementary system mounted to mooring dolphins. This mooring system limits side to side movements of the dock, while at the same time allowing for free up and down movement to account for tidal changes and submergence/re-floating operations. Estimated cost: \$8,500,000

**Estimated Dry Dock Construction Costs:** \$50,000,000

**Dredging:** The 2017 Joint Participation Agreement between the Florida Department of Transportation and the Gulf County Commission includes \$1,000,000.00 for the engineering design, permitting, mobilization and dredging of a submergence pit to a depth of at least 48 feet at the proposed submergence location of the floating drydock and 35 feet along the remainder of the bulkhead at Port St Joe. Gulf County intends to place dredged material in the area already designated and permitted for this purpose under the existing ACOE channel and turning basin dredging permit.

**Dredging Schedule:** Permitting was slowed due to Hurricane Michael and the COVID 19 pandemic, but is actively progressing. Permit issuance is expected in late 2025. Mobilization and dredging can be complete in roughly six months after issuance of a contract.

**Estimated Dredging Costs:** \$15,000,000.00, of which \$1,000,000.00 has already been appropriated by the Florida Legislature.

## **Exhibit 2**

(addendum to #4, page 12 of Gulf County Triumph Application)

“In describing the economic importance of the U.S. private shipbuilding and repairing industry through its employment and purchases of goods and services, this report considers three separate channels—the direct impact, the indirect impact, and the induced impact—that in aggregate provide a measure of the economic importance of the U.S. private shipbuilding and repairing industry.

- Direct impact is measured as the jobs, labor income, and GDP within the U.S. private shipbuilding and repairing industry.

- Indirect impact is measured as the jobs, labor income, and GDP occurring throughout the supply chain of the U.S. private shipbuilding and repairing industry. The indirect impact also includes suppliers to the companies providing goods and services to the U.S. private shipbuilding and repairing industry.

- Induced impact is measured as the jobs, labor income, and GDP resulting from household spending of labor income earned either directly or indirectly from the U.S. private shipbuilding and repairing industry’s spending under standard input-output modeling assumptions. It should be interpreted with caution as it involves personal spending decisions by employees of shipyards and its supply chain that are further removed from direct shipyard expenditure activities and are more difficult to estimate.

Together these effects demonstrate the private shipbuilding and repairing industry’s economic importance and relationship to all sectors of the U.S. economy.”

From *The Economic Importance of the U.S. Shipbuilding and Repairing Industry.*



United States Maritime Administration, March 30, 2021.

See also:

1. <https://www.floridasgreatnorthwest.com/industries/manufacturing/>
2. The Economic Importance of the U.S. Shipbuilding and Repairing Industry, MARAD, March 30, 2021. See [www.maritime.dot.gov/sites/marad.dot.gov/files/2021-06/Economic%20Contributions%20of%20U.S.%20Shipbuilding%20and%20Repairing%20Industry.pdf](http://www.maritime.dot.gov/sites/marad.dot.gov/files/2021-06/Economic%20Contributions%20of%20U.S.%20Shipbuilding%20and%20Repairing%20Industry.pdf)

### **Exhibit 3**

(addendum to #2, page 15 of Gulf County Triumph Application)

Gulf County Floating Dry Dock project strongly meets and exemplifies five (5) of the priorities established by Triumph Gulf Coast, Inc. The proposal not only maximizes the economic benefits to Gulf County and fully leverages its historical geographic advantages, but increases the household average income by as much as 53%. Additionally, the cost per job is further decreased when the ownership and future control of the piece of infrastructure will be retained by Gulf County.

### **Exhibit 4**

(addendum to #3, page 15 of Gulf County Triumph Application)

The Gulf County SMRO project meets in whole or in part, twenty-two (22) discretionary priorities as defined by Triumph Gulf Coast, Inc. Most notably, in a recent conference with Dr. Harper, the focus and emphasis of several discussions in review of this project and proposal were the heightened attention and value to the issue of "inducement" from the project not only for regional growth but to provide Eastern and Gulf County the competitive advantages to compete with out of state competition for economic development and job growth in the water transportation sector. Eastern has clearly established its credibility and reliability as a partner that produces results. More recently Dr. Harper was quoted in response to the approval of the Port of Panama City project application as "compelling" stating that in water transportation logistics, for every \$1 million in wages paid out in port jobs, there tends to be a lot of support functions, "so the earnings multiplier is large". He went on to note that ports are one of the five recommended regional target clusters for economic development with the Triumph staff offering a rating of an "A" in terms of economic impact for the valuable jobs to be created. Applying Dr. Harper's analysis and foundation for the compelling argument of supporting water transportation, the Gulf County SMRO project not only meets but exceeds each of the discretionary priorities provided to the Triumph Board for its analysis and evaluations.



## **Exhibit 5**

(Letters of Support  
Attached)

# FRANKLIN COUNTY

REPLY TO:  
BOARD OF COUNTY COMMISSIONERS  
33 MARKET STREET, SUITE 203  
APALACHICOLA, FL 32320  
(850) 653-8861. EXT. 100  
(850) 653-4795 FAX



REPLY TO:  
PLANNING & BUILDING DEPARTMENT  
34 FORBES STREET, SUITE 1  
APALACHICOLA, FL 32320  
(850) 653-9783  
(850) 653-9799 FAX

April 17, 2024

Triumph Gulf Coast  
Department of Navy

Dear: Triumph Gulf Coast and Department of the Navy

On behalf of Franklin County Board of County Commissioners, I am pleased to submit this letter in support of Gulf County's application for funding to develop a floating dry dock as part of a Maintenance Overhaul and Repair Facility (MRO) in Port St. Joe, Fl. At the April 16, 2024 Franklin County Board of County Commissioners' regularly scheduled meeting, there was a unanimous vote to support the floating drydock and proposed ship repairs service for our region of the State of Florida, thereby filling a void in ship repair services on the on the Gulf Coast from Tampa Fl. to Mobile Al.

Franklin County residents will benefit from jobs created at this facility, which is located less than 25-minutes driving time from downtown Apalachicola. A previous Triumph grant to the Franklin County School District created a welding/digital tool training program that will provide some of the needed workforce for the facility as well as provide higher earning employment opportunities for Franklin County residents.

Again, the Franklin County Commission is very supportive of this application and the potential benefits it will bring to our entire community. Please feel free to contact me if you have any questions or need additional information at (850) 323-1576 or Mr. Michael Moron, County Coordinator, at (850) 653-5373.

Respectfully submitted,

  
Ricky D. Jones  
Chairman

**RICKY D. JONES**  
DISTRICT ONE

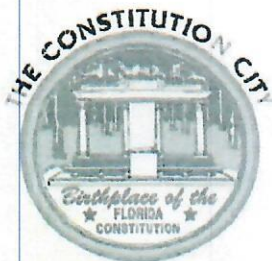
**CHERYL K. SANDERS**  
DISTRICT TWO

**ANTHONY CROOM, JR.**  
DISTRICT THREE

**OTTICE D. AMISON**  
DISTRICT FOUR

**JESSICA WARD**  
DISTRICT FIVE





# The City of Port St. Joe

Florida Triumph Gulf Coast, Inc.  
P.O Box 12007  
Tallahassee, FL 32317

Department of Navy  
1200 Navy Pentagon  
Washington D.C.

April 17, 2024

RE: Gulf County Ship Repair and Floating Dry Dock Application

Dear Triumph Board and Department of Navy

Please accept this letter of support from the City of Port St. Joe in support of Gulf County's ship repair and floating dry dock application. The City of Port St. Joe supports the application that provides needed infrastructure, creates a skilled workforce, and develops an ongoing ship repair and haul out facility on our deep-water property in Port St. Joe. The ship repair and floating drydock is complementary to the recently opened shipyard in Port St. Joe and to the four (4) United States Coast Guard Offshore Patrol Cutters now in production and to scheduled ship conversion, outfitting and repair projects

The Projects' projected 225 jobs will increase our employment opportunities and provide a manufacturing jump start to our city economy and this region of Florida. It is our hope that you will look favorably on this application that will assist us in continuing our economic recovery from the Deep-Water Horizon Oil Spill, Hurricane Michael and COVID

Again, we are extremely supportive of this application and the benefits it will provide our citizens and the community overall. Please contact me if you have any questions or need additional information.

Sincerely,

Rex Buzzett  
Mayor





# APALACHEE REGIONAL PLANNING COUNCIL

Local Partnerships. Regional Impact.

April 16, 2024

Florida Triumph Gulf Coast, Inc.  
P.O. Box 12007  
Tallahassee, FL 32317

United States Department of Navy  
1200 Navy Pentagon  
Washington DC 20350-1200

**RE: Support for Gulf County (FL) Floating Dry Dock and Ship Repair at the Port St. Joe Shipyard**

To Whom It May Concern:

Apalachee Regional Planning Council (ARPC) wishes to express full support of Gulf County's application for funding from Triumph Gulf Coast, Inc. to construct a floating dry dock at the Port St. Joe Shipyard. This project proposes to build needed infrastructure to support vessel outfitting and repair of current committed shipbuilding industry and will create an estimated 225 new skilled workforce jobs. The new infrastructure will include a self-docking floating dry dock capable of accommodating vessels up to 10,000 LT weight to serve existing committed industry as well as serve as a catalyst for further development in Gulf County and the Region.

The drydock design has been completed and Eastern Shipbuilding has agreed exclusively to lease and operate the dry dock following the permitting and dredging of the channel. The project will provide foundational support to Eastern Shipbuilding's contract with the U.S. Coast Guard for activities like future ship conversion, outfitting, repair, and overhaul projects.

ARPC is a multi-purpose agency of the State of Florida providing technical assistance and planning services to meet the needs of our member local governments within a nine-county region comprised of Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson, Leon, Liberty and Wakulla counties and their municipalities. Gulf County, the City of Port St. Joe, the Gulf County Economic Development Coalition, and the Port Authority are longstanding partners of ARPC, and we are honored to provide ongoing support.

As the designated Economic Development District (EDD) for the U.S. Department of Commerce, Economic Development Administration (EDA), ARPC is required to develop and maintain the Comprehensive Economic Development Strategy (CEDS), which provides an analysis of existing economic conditions and strategies for future growth for the nine-county Region we serve.

In support of Gulf County's application, the ARPC finds the proposed project to construct the floating dry dock for vessel outfitting and repair to be consistent with the goals and objectives of the 2022-2027 Apalachee CEDS. Specifically, Objective 4.5 states:

*Support the development of infrastructure and utilities (including broadband) at the Port of Port St. Joe, Intermodal Logistics Center in Gadsden County, Tallahassee International Airport, regional/local airports, and associated Freight and Logistics Zone and I-10 Logistics and Manufacturing Corridor projects to incentivize private investment and job creation.*

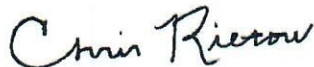
In support of development at the Port St. Joe Shipyard that will spur economic development throughout the Florida Panhandle, the project also aligns with Apalachee CEDS Objective 4.6:

*Support the development of Interstate-10 interchanges, Apalachee airports, Port of Port St. Joe, railroads, and other strategic sites through planning, infrastructure, interlocal agreements, marketing, and other technical assistance in order to accommodate business recruitment and expansion.*

The completion of this important project is a critical component of the further development of the Gulf-to-Gadsden Freight Logistics Zone (FLZ), a regional keystone project for economic development in Florida's rural Panhandle area. The FLZ has an extensive regional network of intermodal assets serving north Florida, the southeastern United States, and the Mid-West. Anchored by the Port of Port St. Joe, the FLZ is serviced by several significant components of Florida's Strategic Intermodal System (SIS), including state and regionally significant roads, rail lines, intracoastal waterways, and coastal shipping lanes.

Please accept this letter as evidence confirming ARPC's full support of this project to construct the Gulf County Floating Dry Dock at the Port St. Joe Shipyard. This foundational project will support a committed industry that will bring profound and long-lasting transformational economic benefit to Gulf County and the Florida Panhandle. Thank you for your consideration of the proposal.

Sincerely,

A handwritten signature in cursive script that reads "Chris Rietow".

Chris N. Rietow  
Executive Director





# Florida's Great Northwest

April 18, 2024

Florida Triumph Gulf Coast, Inc.  
P.O. Box 12007  
Tallahassee, FL 32317

United States Department of Navy  
1200 Navy Pentagon  
Washington DC 20350-1200

**RE: Support for Gulf County, Florida's Floating Dry Dock and Ship Repair at the Port St. Joe Shipyard**

To Whom It May Concern:

On behalf of Florida's Great Northwest (FGNW), the 13-county regional economic development organization for the Florida panhandle, I am writing to express my strong support for Gulf County's application to construct a floating dry dock and Maintenance, Overhaul and Repair (MOR) facility at the Port St. Joe Shipyard. This project would be a game-changer for this subregion of Northwest Florida, creating 215 direct jobs and 563 indirect jobs. Together, this impact is estimated to be over \$36.5 million.

FGNW is the regional economic development organization for the 13-county region of Florida's panhandle. We are a 501(c)(6) organization led by professional staff and visionary leaders focusing on enhancing the region's competitive position through industry diversification and job growth.

FGNW promotes the region as an ideal place to do business and work to strengthen Northwest Florida's economy and improve regional competitiveness. This transformational economic development project is critical to our region's economy, and we will offer continuous support for ultimate success.

Again, we respectfully request your support for Gulf County's request. We look forward to working together with you to advance this project and hope it will receive every consideration for funding. If I can be of further assistance, please do not hesitate to contact me at 850.527.0999 or [jconoley@fgnw.org](mailto:jconoley@fgnw.org).

Sincerely,

Jennifer Conoley, CEcD  
President & CEO



April 20, 2024

Triumph Gulf Coast  
P.O. Box 12007  
Tallahassee, Florida 32317

United States Department of Navy  
P.O. Box 1200 Navy Pentagon  
Washington DC 20350-1200

Dear Triumph Gulf Coast Board and Department of Navy:

Opportunity Florida wholeheartedly supports Gulf County's Ship repair and floating dry dock application to Triumph Gulf Coast. The project will diversify our economic base and bring new life to our once shuttered port.

The floating drydock will transition our shipyard to a Maintenance Repair and Overhaul (MRO) facility with capability of vessel outfitting and vessel repair. The Port St. Joe MOR shipyard will bridge the gap of services that exists along the Northern Gulf Coast of Florida between Tampa FL and Mobile AL. The enhanced shipyard will provide the necessary infrastructure to repair vessels up to 10,000 LT weight and serve as catalyst to a myriad of additional business and industry for Gulf County and the region.

The project is consistent with the Port's Plan and is complementary to the recently opened shipyard in Port St. Joe and the Eastern Shipbuilding - United States Coast Guard Offshore Patrol Cutter project to be located there. The anticipated 225 jobs will provide a boost to our city and regional economy.

This important project is a critical component of the further development of the Gulf-to-Gadsden Freight Logistics Zone (FLZ), a regional keystone project for economic development in Florida's rural Panhandle area. The FLZ has an extensive regional network of intermodal assets serving north Florida, the southeastern United States, and the Mid-West. Anchored by the Port of Port St. Joe, the FLZ is serviced by several significant components of Florida's Strategic Intermodal System (SIS), including state and regionally significant roads, rail lines, intracoastal waterways, and coastal shipping lanes.

Again, Opportunity Florida, the governor's designated Rural Area of Opportunity economic development organization that covers the ten rural counties of Northwest FL, supports this project that will provide a cornerstone for us in developing a full-service port. Please feel free to contact me if you have any questions or need additional information.

Best regards,

Richard Williams  
Executive Director, Opportunity Florida

Calhoun • Franklin • Gadsden • Gulf • Holmes • Jackson • Liberty • Wakulla • Washington • North Walton

4636 Highway 90, Suite K, Marianna, FL 32446 + 850-633-4119 + [www.opportunityflorida.com](http://www.opportunityflorida.com)



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**JIM NORTON**  
SUPERINTENDENT



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150 Middle School Road  
Port St. Joe, FL 32456  
850-229-8256 • 850-639-2871  
Fax: 850-229-6089

April 16, 2024

Florida Triumph Gulf Coast, Inc.  
P.O. Box 12007  
Tallahassee, Florida 32317

United States Department of Navy  
1200 Navy Pentagon  
Washington DC 20350-1200

RE: Gulf County Ship Repair and Floating Dry Dock Application

Dear Triumph Board Members,

The Gulf County School District supports Gulf County's application for Triumph funds to develop a Ship Repair and Floating Dry Dock facility at the Port of Port St. Joe. The project is consistent with our vocational programming and long-term plans. As you may recall, the Gulf School District instituted a welding program four years ago with funds provided by Triumph Gulf Coast. This project will create the needed work opportunities locally that will allow our students to find employment and continue to live in Gulf County.

The drydock proposal's creation of 225 jobs will stimulate our economy and provide the foundation for our community's full recovery from the endured damages from the Deep-Water Horizon Oil Spill, Hurricane Michael and the COVID epidemic.

Thank you for the support that Triumph has provided to our school district in developing vocational training programs. It is our hope you will take the next step by approving this application to create employment opportunities for those trained students.

Please contact me directly at (850) 227-5883 if you have any questions or need additional information.

Most Sincerely,

  
Jim Norton

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[www.gulf.k12.fl.us](http://www.gulf.k12.fl.us)

Denny McGlon  
District 1

Brooke Wooten  
District 2

Cindy Belin  
District 3

Marvin Davis  
District 4

Ruby Knox  
District 5



Florida Triumph Gulf Coast, Inc  
P.O. Box 12007  
Tallahassee, Fl.32317

Department of Navy  
1200 Navy Pentagon  
Washington D.C. 20350-1200

April 20,2024

Dear Triumph Gulf Coast and Department of Navy:

It is with great enthusiasm that I write this letter in support of Gulf County's Triumph application to develop a floating drydock and Maintenance Overhaul and Ship repair facility in Port St. Joe Florida. The projected 225 jobs will diversify the economic base and bring back manufacturing jobs lost when the paper mill closed 24 years ago.

The 225 jobs are the tip of the ice burg for economic development considering the indirect and induced impacts, each direct job in the U.S. shipbuilding and repairing industry is associated with another 2.62 jobs in other parts of the national economy; each dollar of direct labor income and GDP is associated with another \$1.74 in labor income and \$2.49 in GDP, respectively, outside of the shipbuilding and repairing industry.

The project is consistent earlier Triumph awards to our school system that created welding classes in our high school in anticipation of a shipbuilding facility. These students are graduating each spring and this facility will provide jobs that will allow them to live in Gulf County.

This project will go a long way in repairing the damage s created by the Horizon Oil spill, hurricane Michael, and COVID. Thank you for your consideration.

Sincerely,

  
Jim McKnight, Director



## Exhibit 6

addendum to #3, page 11 of Gulf County Triumph Application)

### Port St Joe Shipyard Employment Summary

|   |                 |
|---|-----------------|
| Vessel Outfitting                         | 125 FTEs        |
| Repair Haul Out                           | 90 FTEs         |
| Permanent Direct FTEs                     | 215 FTEs        |
| FTEs Permanent Indirect (2.62 multiplier) | 563 FTEs        |
| <b>FTEs Total Jobs</b>                    | <b>778 FTEs</b> |

FTEs Per Job Analysis created by Gulf County  
MOR Floating Drydock Project:

Triumph Funding Per Job created this request for

$$\$27,500,000 / 778 = \$35,347$$

Triumph Funding Per Job created with former dredging dollars included

$$\$42,500,000 / 778 = \$54,627$$

### Triumph Percentage of Total Project Cost

This request----- $\$27,500,000 / 124,000,000 = 19.4\%$

This request W/ previously awarded dredging dollars  $\$42,500,000 / \$124,000,000 = 34.3\%$

**Other Performance Metrics**---Skill Certifications at the Maritime Academy to be determined