



Regional Transit Authority  
2817 Canal Street  
New Orleans, LA 70119-6301

504.827.8300

[www.norta.com](http://www.norta.com)

RESOLUTION NO. 21-047

STATE OF LOUISIANA

PARISH OF ORLEANS

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**REQUEST TO AUTHORIZATION TO AMEND WOODWARD-APC'S CONTRACT TO  
INCLUDE ADDITIONAL REPAIR WORK TO THE JACKSON AVENUE BARGE**

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Introduced by Commissioner Raymond,  
seconded by Commissioner Wegner.

**WHEREAS**, in March 2021, C&C Marine, sub-contractor to Woodward-APC, was issued a notice to proceed with modifying the Jackson Ave. Barge into the Canal Street Ferry Terminal (CSFT) project's Temporary Berthing; and

**WHEREAS**, part of C&C's scope, C&C completed an Ultrasonic Thickness (UT) test to determine if the barge had sustained any significant losses in thickness; and

**WHEREAS**, the UTI test yielded that large sections of the hull beneath the waterline had sustained losses of over 25% to 30% of its original thickness; and

**WHEREAS**, MiNO, marine engineer subcontracted to Infinity, reviewed the UT test results and stated since these losses were over allowable industry standard thresholds, that it is recommended diminished sections of hull be removed and replaced in order for the barge to be seaworthy; and



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**WHEREAS**, due to the excessive percentage of hull thickness loss, if repairs are not performed, then the barge would be at an unacceptable level of risk for capsizing and/or sinking due to hull failure. Repairs are required to eliminate all safety risks and bring the barge into a seaworthy state; and

**WHEREAS**, according to the Marine Engineer MiNO, the barge's seaworthiness applies to both short term use and long- term use, so repairs will be required even for Temporary Berthing use; and

**WHEREAS**, according to MiNO and Dupont-LeCorgne, there are two reasons the UT test could not have been performed prior to dry docking; and

**WHEREAS**, the first was due to hazardous liquids and gases discovered in multiple barge chambers. These compartments were required to be cleaned during dry docking to safely perform the UT test. The second was due to testing accuracy; and

**WHEREAS**, a visual inspection was required to accurately determine locations for data points, which is not possible while the barge is in water; and

**WHEREAS**, the total cost for this work is \$224,976.69 rough order of magnitude to complete the additional repairs, and will be funded through Grant LA 2017-019.12.23.06, which has an available balance of \$300,000.00; and



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NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, authorization to amend Woodward-APC's contract to include additional repair work to the Jackson Avenue Barge.

THE FOREGOING WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREOF AND RESULTED AS FOLLOWS:

YEAS:	<u>8</u>
NAYS:	<u>0</u>
ABSTAIN:	<u>0</u>
ABSENT:	<u>0</u>

AND THE RESOLUTION WAS ADOPTED ON THE 22<sup>nd</sup> DAY OF JUNE, 2021.

A handwritten signature in blue ink that reads "Flozell Daniels Jr." in a cursive script.

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FLOZELL DANIELS  
CHAIRMAN  
BOARD OF COMMISSIONERS