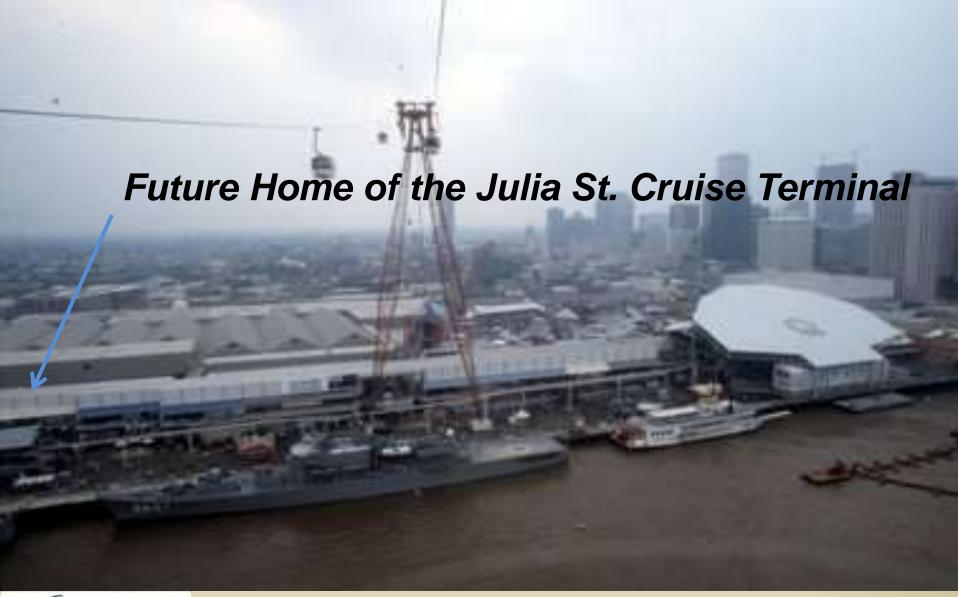
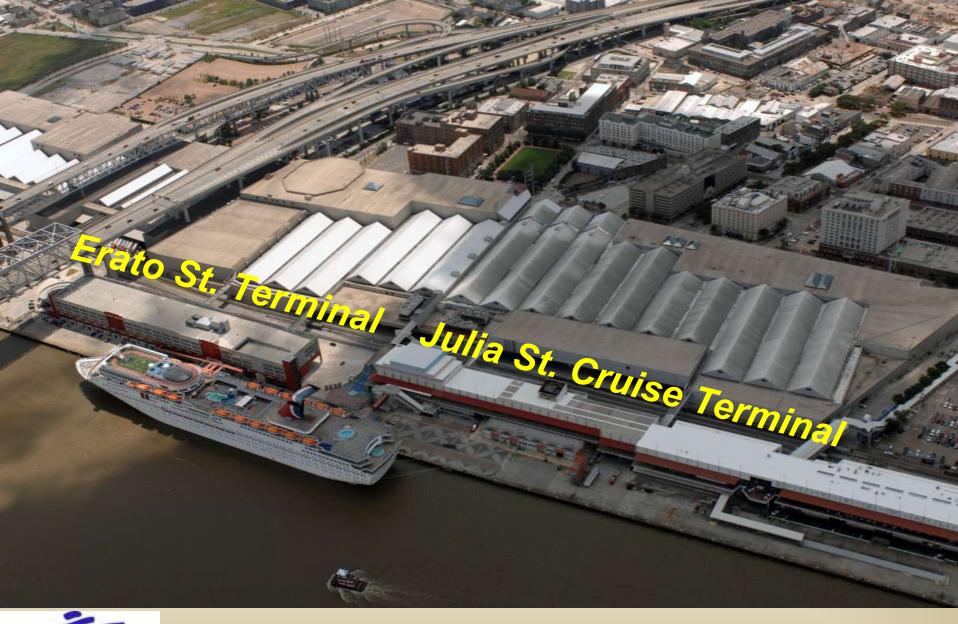


Julia St. Cruise Terminal Improvements











2011 Erato and Julia St. Cruise Terminals New Orleans

The Julia Street Cruise Terminal



1,300 linear feet

Amount of 80-foot tall sheet piles that had to be driven into the bank of the Mississippi River in order to stabilize the bank for dredging deeper to accommodate larger cruse ships.

35 feet

107,108
The building area in square feet of the Julia Street Crube Terminal.

47

The maximum height, in feet, above the elevation of the wharf dock that the gangway can reach to meet up with the passenger access doors or weather dock of the ship, where passengers board.

4,539

Person capacity of the main floor of the terminal.

100 tons

The pulling force that each of the newly installed mooring bits can resist. The bits originally installed at Julia held 50 tons.

Bigger Cruise Ships = Bigger Cruise Terminals

2 - 100 percentages

8,000

The number of passengers that can go through the terminal, embarking and disembarking, on any given day. ***

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By the Numbers

20.5

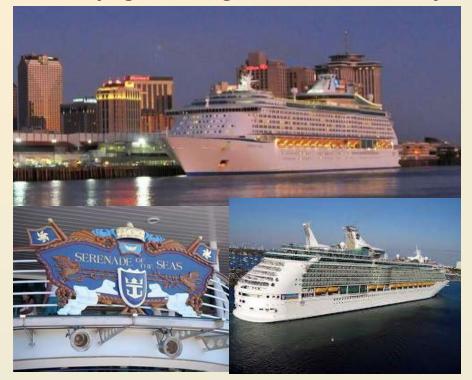
million dollars total project cost

19 months

start of design to substantial completion

JULIA ST. CRUISE TERMINAL

RCL Voyager, Navigator & Serenade of the Seas



NCL Spirit & Star

For renovation of existing buildings:

BUDGET FOR SURPRISES

Infrastructure out of code Inaccurate as-built drawings Hidden infrastructure Utilities in poor condition

BUDGET FOR OPPORTUNITIES

Upgrade for less future maintenance
Upgrade for increased energy efficiency
Upgrade for sustainability
Upgrade for reliability
Upgrade for resiliency



What Darwin Never Said

It is not the strongest that survives.
It is the one that is most adaptable to change.

2008 Concept:

BUDGET: \$ 9 million PASSENGERS: 2,400 DRAFT: 30 ft. minimum

APRIL 2010 Change for Voyager of the Seas:

BUDGET: \$20.5 million PASSENGERS: 3,838 DRAFT: 35 ft. minimum

Expand embarkation area with new building Strengthen wharf and moorings for larger vessel Stabilize riverbank for deeper dredging

AND STILL BE SUBSTANTIALLY COMPLETE IN NOVEMBER 2011

