



LOUISIANA NAVAL WAR MEMORIAL COMMISSION

305 River Road S, Baton Rouge, LA 70802

REGULAR COMMISSION MEETING AGENDA

April 15, 2024

11:00 PM

USS KIDD VETERANS MUSEUM

COMMISSIONER MEETING PACKET



LOUISIANA NAVAL WAR MEMORIAL COMMISSION

305 River Road S, Baton Rouge, LA 70802

REGULAR COMMISSION MEETING AGENDA

April 15, 2024

11:00 AM

USS KIDD VETERANS MUSEUM

- ITEM 1 - CALL TO ORDER / ROLL CALL / ESTABLISHMENT OF A QUORUM
- ITEM 2 - PLEDGE OF ALLEGIANCE
- ITEM 3 - APPROVAL OF MEETING MINUTES
1. Approval of meeting minutes and ratification of all actions taken at the November 16, 2023 Commission Meeting
- ITEM 4 - EXECUTIVE REPORTS (written reports to be distributed)
1. Financial Report (Todd Maulding)
 2. Ship Report (Tim NesSmith)
 3. Director's Report (Parks Stephenson)
- ITEM 6 - COMMITTEE REPORTS (written reports to be distributed)
1. Selection and Evaluation Committee Report (Les Nicholson)
- ITEM 7 - NEW BUSINESS
- 1 Review and ratification of the Cooperative Endeavor Agreement (CEA) dated April 4, 2024 between the Commission and Facility Planning and Control
 - 2 Review and ratification of the contract between the Commission and Thoma-Sea Marine Constructors, LLC, effective April 5, 2024
 - 3 Review and discussion of the removal of Commissioners who have failed to attend two(2) or more consecutive Commission meetings
- ITEM 8 - OLD BUSINESS
- ITEM 9 - ADJOURN



LOUISIANA NAVAL WAR MEMORIAL COMMISSION

305 River Road S, Baton Rouge, LA 70802

FINANCIAL STATEMENTS

LA Naval War Memorial Commission
Budget vs. Actuals vs. PY23 FY24 P&L
Mar-24

	Current Month			YTD		
	Actual	Budget	2023 (PY)	Actual	Budget	2023(PY)
Income						
Total Admissions	35,454	34,000	74,915	69,112	88,000	128,239
Group Tours	8,320	5,000	5,163	13,232	10,500	10,765
Overnight Camping	3,010	8,000	8,965	9,765	20,000	21,475
River Boats	376	1,500	1,308	1,400	2,500	2,324
Admissions totals	47,160	48,500	90,351	93,509	121,000	162,803
Contributions	1,806	3,500	3,698	6,981	5,500	6,119
Bldg Rental	1,445	4,000	5,733	22,555	19,000	6,953
Events	500	-	-	1,900	-	2,250
Museum Store Net Return	8,393	9,500	16,013	18,592	21,500	29,992
Grants	-	-	-	56,140	55,500	66,077
Other Operating Revenue	-	-	-	-	-	-
Sponsorships	-	-	-	-	-	500
Total Income	59,304	65,500	115,795	199,677	222,500	274,694
Expenses						
Administrative	1,877	3,000	3,118	4,901	12,000	12,675
Exhibits	847	-	-	847	-	1,202
Museum Store Expenses	-	125	522	307	375	769
Insurance	-	-	-	-	-	-
Maintenance & Repairs	9,460	6,666	14,316	22,661	20,000	24,611
Overhaul	5,000	5,000		21,425	15,000	
Marketing	-	125	2,851	225	375	3,197
Labor	61,125	38,234	61,259	142,089	114,702	138,154
Professional Fees	1,100	6,166	1,150	19,675	13,500	9,750
Security	177	500	461	1,293	1,500	461
Special Events	451	166	5,574	830	500	7,116
Telephone	153	175	472	458	525	778
Travel	52	100	-	142	300	-
Utilities	9,090	8,333	6,058	27,104	24,999	24,748
Total Expenses	89,332	68,590	95,781	241,957	203,776	223,460
Net Operating Income	(30,028)	(3,090)	20,014	(42,280)	18,724	51,234

LA Naval War Memorial Commission

Statement of Financial Position

As of March 31, 2024

	TOTAL
ASSETS	
Current Assets	
Bank Accounts	
Bank Service Chargesk	0.00
Cash	1,000.00
Commission Operating (1520) - 3	337,650.45
Designated Fund Acct *8761	138,283.87
Operating Acct -old- *7387	0.00
Payroll Acct *0003	734.22
Petty Cash	0.00
Total Bank Accounts	\$477,668.54
Accounts Receivable	
Accounts Receivable	0.00
Total Accounts Receivable	\$0.00
Other Current Assets	
Due from Foundation	0.00
Prepaid Payroll	0.00
Uncategorized Asset	0.00
Undeposited Funds	21.99
Total Other Current Assets	\$21.99
Total Current Assets	\$477,690.53
Fixed Assets	
Accumulated Depreciation	-3,545,611.61
Building	2,798,904.30
Building Improvements	20,430.70
Equipment	74,659.63
Furniture & Fixtures	52,986.07
Land	268,500.00
USS Kidd	1,905,724.91
Total Fixed Assets	\$1,575,594.00
Other Assets	
Museum Store Inventory	54,422.72
Prepaid Insurance	34,806.00
Total Other Assets	\$89,228.72
TOTAL ASSETS	\$2,142,513.25

LA Naval War Memorial Commission

Statement of Financial Position

As of March 31, 2024

	TOTAL
LIABILITIES AND EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	7,211.11
Total Accounts Payable	\$7,211.11
Credit Cards	
HomeDepot	0.00
Office Depot Credit	0.00
Regions Visa Gipe	0.00
Regions Visa Maulding	1,884.67
Regions Visa Parks	1,481.71
Regions Visa Tim	0.00
Total Credit Cards	\$3,366.38
Other Current Liabilities	
Accrued Payroll	15,733.00
Credit Card Payable	0.00
Deferred Revenue	0.00
Deposit Liability	17,247.44
LA Dept of Revenue - Sales Tax Payable	0.00
Payroll Liabilities	0.00
Prepaid Revenue	0.00
Sales Tax Agency Payable	0.00
Sales Tax Payable	71.62
SK-Sales Tax	3,553.25
Total Sales Tax Payable	3,624.87
State Unemployment Payable	0.00
State Withholding Payable	0.00
Total Other Current Liabilities	\$36,605.31
Total Current Liabilities	\$47,182.80
Long-Term Liabilities	
Absences Payable	0.00
Compensated Absences	0.00
Office of Risk Management Liabi	0.00
OPEB Payable	87,396.00
Other Long Term Liabilities OPEB	57,413.00
Payroll Protection Plan Loan	0.00
Total Long-Term Liabilities	\$144,809.00
Total Liabilities	\$191,991.80

LA Naval War Memorial Commission

Statement of Financial Position

As of March 31, 2024

	TOTAL
Equity	
Accumulated Amortization	-2,234,833.75
City Parish Government	268,500.00
Department of Public Works	62,624.10
Department of Tran & Dev	2,725,374.90
Donated Property	26,140.00
Facility Planning	1,575,066.00
Fund Balance	-719,619.81
Opening Bal Equity	-956.34
US Government	320,857.00
Net Revenue	-72,630.65
Total Equity	\$1,950,521.45
TOTAL LIABILITIES AND EQUITY	\$2,142,513.25



LOUISIANA NAVAL WAR MEMORIAL COMMISSION

305 River Road S, Baton Rouge, LA 70802

EXECUTIVE DIRECTOR'S REPORT

Louisiana Naval War Memorial Commission Quarterly Meeting

15 April 2024

Executive Director's Report

1. ACCOMPLISHMENTS:

1.1. GENERAL OVERHAUL PLANNING

1.1.1. After the issuance of the Requests For Proposal and subsequent responses by the candidate shipyards, the Louisiana Naval War Memorial Commission's (LNWMC) Project Development Committee (hereafter referred to as "the Committee"), in conjunction with the State Administration's Office of Facility Planning and Control (FP&C), selected Thoma-Sea Marine Constructors, LLC, (TMC) in Houma, LA, to conduct the overhaul of USS KIDD using the funds allocated by the State Legislature during the 2023 session.

1.1.1.1. The draft contract to formally engage Thoma-Sea was developed by the Committee's retained legal counsel, Stephen Hanemann of Kean-Miller LLP.

1.1.1.2. With the help of Roger Husser and his staff at FP&C, the State Commissioner for Administration signed the letter approving the Commission's execution of that contract in the amount of \$10,510,638.75 on 5 April 2024.

1.1.2. The ship's true draft has been an unknown until February 2024. Blueprints indicated a nominal 13.5' draft, but the blueprints do not reflect our current configuration or loading. Our best indication of draft depended on the ship floating, which she did in February 2024, the first time that the ship has floated freely off her keelblocks since we began the shipyard selection process.

1.1.2.1. Ship's draft marks indicate that ship has a current practical draft of 16'. This means that a river level of 35' will be needed for the ship to clear the cradle. A subsequent survey of the river bottom south of the ship (the ship's "exit lane") showed that the bottom rises a foot higher than the cradle, meaning that we need a river height level of 36' to safely extract the ship from her cradle.

1.1.2.2. The ship's draft of 16' means that she will be unable to utilize the inter-costal waterway for her transit to and from Houma; instead, a Gulf transit is necessary. More information on this in paragraph 2.1.1.

1.2. SHIP MATERIAL CONDITION

1.2.1. HULL

1.2.1.1. FLOODING:

1.2.1.1.1. When the river rose high enough to cover the ship's keel on 25 January, we experienced significant flooding (49 gal/min) in the engine and boiler rooms, most dramatically in the forward boiler room.

1.2.1.1.2. As of this report, there are eight (8) identified hull breaches. This is two (2) more than observed during the previous high-water period. These hull breaches must have a temporary external patch applied by divers before the U.S. Coast Guard (USCG) will approve our deadship tow plan. See paragraph 2.1.1.

1.2.1.1.3. Attempts to deploy pumps were initially frustrated by the electrical circuits powering both the 110v receptacles in those spaces and local lighting circuits. The electrical demand imposed by the pumps blew fuses in every circuit tried.

- 1.2.1.1.3.1. The situation was initially stabilized but not remedied by deploying the two gas-powered Honda portable generators to power the pumps. These pumps were purchased last year as part of our ready reserve.
 - 1.2.1.1.3.2. Barry Witte (Historic Ship Preservation Consultants, LLC, or HSPC) was brought in from Albany, NY, to restore critical electric circuits to both power the pumps and light the engineering spaces.
 - 1.2.1.1.3.3. Verret Shipyard, Inc., loaned us a diesel generator and McKinney Salvage, LLC, delivered the generator and two 2" pumps to the ship within 24 hours. We can retain the generator for the duration of the overhaul period, relieving us of the necessity to purchase one for the deadship tow.
 - 1.2.1.1.3.4. With electrical supply made available in all affected spaces (and the diesel generator standing by on the port-side main deck) and the pumps operating, we have been able to mitigate the flooding through our available supply of pumps and ready reserve.
- 1.2.1.2. CORROSION:
- 1.2.1.2.1. Staff maintenance efforts have focused on addressing corrosion that poses a risk to interior restored areas.
 - 1.2.1.2.2. Significant bimetallic corrosion
 - 1.2.1.2.2.1. Nathan Bergeron and Orrin Bordelon completed in November 2023 wasted metal repairs on the deckhouse foundation aboard ship where galvanic corrosion between steel and aluminum has occurred. The priority of their work was to seal the interior of the ship as much as possible before the ship is put into the shipyard to be blasted and painted.
 - 1.2.1.2.2.2. After discussion with shipyard representatives, simply plating over corroded steel decking on the Main Deck (especially in the fantail area where corrosion has made the steel dangerously thin) will create more corrosion issues than we currently have. The new plan, embodied in the final form of the contract, calls for the after Main Deck to be torn up and replaced with new steel.
- 1.2.1.3. ELECTRICAL
- 1.2.1.3.1. The flooding event on 25-26 January 2023 drew attention to how degraded was the condition of the ship's electrical system. Barry Witte (HSPC) was brought in (funded by money given by the Legislature directly to the Louisiana Veterans Museum Foundation [LVMF]) to restore critical electrical branches and receptacles supplied through the ship's Main Switchboard from shore power input.
 - 1.2.1.3.1.1. Barry was successful in restoring reliable power to the engineering spaces where flooding has been experienced, so that pumps can run continuously.
 - 1.2.1.3.1.2. Barry also trained two of our local staff (Orrin Bordelon and Frank Hyler) in electrical restoration and safety so that they could continue his work after his period of performance ended. As a result, the overall health of the electrical system has been improved to where it is expected that the USCG will not find fault with the ship's electrical system in their inspection for the deadship tow.
 - 1.2.1.3.2. Barry will return later this month to re-wire the 50kW diesel generator loaned by Verret Shipyard (currently, it is wired to power the pumps through extension-cord connection to the generator's 110V receptacle box) to be direct-connected into the ship's existing 480V electrical system, thereby allowing it to be used to power the anchor windlass motor, in addition to lights and pumps.

1.2.2. SUPERSTRUCTURE

1.2.2.1. Minor patchwork (in metal or SplashZone) of all corrosion holes in the superstructure were completed in December 2023 to prevent rain water from penetrating into our interior restored areas.

1.2.2.2. Cement leveler was found during these repairs in Combat Information Center (CIC), and on both side of the Aft Enlisted Head. Sample testing showed no asbestos present but the risk of encountering asbestos slowed the maintenance work in those areas. What our staff could not remove will be removed in shipyard.

1.2.3. ANCHOR SYSTEM

1.2.3.1. With the help of Barry Witte, the anchor windlass motor has been restored to operating condition and the ship's own bow anchors can be used if needed during the deadship tow.

1.2.4. SHIPBOARD ARTEFACTS

1.2.4.1. In preparation for overhaul (including blasting of all exterior surfaces and re-painting), the Museum staff has been removing all historical or fragile artefacts from the ship for storage/restoration in a leased warehouse ashore.

1.2.4.2. Full accounting/cataloguing for all artefacts in the PastPerfect Museum Software program is being conducting as the artefacts are moved from the ship, through the Archives, to storage.

1.2.4.3. Due to lack of time/assets, the following artefacts will be removed by pierside cranes at TMC and moved by truck to their respective storage/restoration locations for the duration of the ship's absence:

1.2.4.3.1. 40mm gun mounts 41, 42, 43, 44. Mount 45 will receive a cosmetic restoration in the shipyard.

1.2.4.3.2. Seven (7) 20mm gun mounts.

1.2.4.3.3. Two (2) Whaleboats.

1.2.4.3.4. Two (2) 36" Searchlights.

1.3. MUSEUM BUILDING MATERIAL CONDITION

1.3.1. Museum Roof

1.3.1.1. BE-CI and Neal Johnson LLC submitted on 10 November 2023 the design documents for the roof and canopy (over the P-40 courtyard) to the FP&C for assessment.

1.3.1.1.1. The submission deadline was extended because of the complexities of the canopy design.

1.3.1.1.2. The advertisement for competitive bids for construction of the new roof(s) was sent on 5 April 2024, no expected project completion date has been set as of this writing.

1.3.2. Glass windows

1.3.2.1. Our glass windows facing River Road continue to be broken by vandals and/or track-side accidents. We convinced the State's insurance carrier in January 2024 to replace glass panels with metal or carbon fibre panels as they are broken.

1.3.3. Brick courtyard

1.3.3.1. The brick courtyard surrounding the Museum building (including the Memorial Plaza, sidewalk along River Road, and P-40 courtyard) is crumbling in many places and should be replaced with thicker pavers. This, however, is a low priority in comparison with ship and building projects already in work. No budget is allocated or available for this work, it will instead be listed with the LVMF as a fundraising goal.

1.3.4. Main water line

1.3.4.1. The Museum building's main water line suffered a break underneath the staff parking lot, Superior Plumbing was contracted and completed repairs on 14 November 2023.

1.3.4.2. The line suffered another break that was repaired on 13 March 2024. Due to the age, history of ruptures and makeup of this PVC water line, the condition of that entire line should be assessed when funds are available because future ruptures can be expected.

1.3.5. Upstairs door exit to levee

1.3.5.1. Because of the fragility of the aluminum door frame in the glass wall on the Museum's second floor, the upstairs door locks jam repeatedly and currently do not engage at all. As a temporary fix, I designed a U-shaped bar that must be physically inserted between the door handles to prevent the door from being opened outside of Museum operating hours. During operating hours, people can pass unattended through those doors; including people coming directly off the levee with no entrance tickets. We currently do not have enough staffing to personally monitor that door.

1.3.5.1.1. The door has been serviced more than once but because of the ever-shifting frame, it keeps having issues. No more work on the door is anticipated until it is re-purposed as described in paragraph 1.4.2.3.

1.3.6. Power supply

1.3.6.1. Continued electrical surges from our ground supply (Entergy) continue to cause issues in the Museum building and sometimes on the ship. We have complained to Entergy, to no avail, and currently have no mitigation plan in place, other than the surge protectors currently used.

1.3.7. Internet access

1.3.7.1. The current Wi-Fi provided by AT&T has in recent years proved to be substandard, frustrating both Museum staff and rental venue clients. No cable or fiber Internet provider was willing to provide upgraded service to the Museum building at a reasonable cost because of the need to dig below the railroad tracks to run cable. As an alternative, we transitioned to a satellite-provided Wi-Fi capability, which was provided by ViaSat in December 2023. The satellite Wi-Fi may be hampered by severe weather but has proven generally more reliable than the legacy AT&T-provided Wi-Fi system.

1.4. STRATEGIC PLAN

1.4.1. Ship (through 2025 only)

1.4.1.1. Ship to be restored in shipyard.

1.4.1.2. Four (4) 40mm mounts (Mounts 41, 42, 43, 44) to be restored at the USS TEXAS workshop in Houston, TX (Mount 45 will receive cosmetic restoration only in shipyard). See paragraph 1.2.4.2.

1.4.1.3. Two (2) whaleboats restored in the local warehouse (funding/staff permitting). See paragraph 1.2.4.2.

1.4.1.4. Miscellaneous restoration to be conducted on removed artefacts from the ship in the local warehouse (funding/staff permitting).

1.4.1.5. Two (2) 36" searchlights to be restored to operable condition (location/funding/staff permitting). One searchlight to have its carbon arc "filament" restored (there are not many surviving examples left operable); the other, converted to LED light. See paragraph 1.2.4.2.

1.4.1.6. Eight life rafts restored in the local warehouse (funding/staff permitting).

1.4.2. Building (through 2025 only)

1.4.2.1. State is proceeding with roof/canopy replacement. See paragraph 1.3.1.

1.4.2.2. As soon as ship departs, attempt to stay open 7 days a week at reduced (half) price.

- 1.4.2.2.1. Backup plan will be to open 4 days a week (Fri-Mon), unless we have a client booking.
- 1.4.2.3. Install alarm on upper-level exit door (to levee), as this door will be unattended but must be kept useable as an emergency exit during operating hours.
 - 1.4.2.3.1. Remove exterior door handles and add additional signage to glass to clearly warn people coming from the levee that it is temporarily a one-way (emergency exit) only.
 - 1.4.2.3.2. Consider adding a physical barrier outside the door as an additional deterrent to people attempting to enter the building (and also, the Tower) from the levee.
- 1.4.2.4. Goal is to create one new exhibit per month, including traveling exhibits.
- 1.4.2.5. Creation of four (4) new “permanent” exhibits:
 - 1.4.2.5.1. Life Aboard a Destroyer
 - 1.4.2.5.2. WW2 Homefront
 - 1.4.2.5.3. Kamikaze Threat
 - 1.4.2.5.4. Last Stand of the Tin Can Sailors
- 1.4.2.6. Investigating feasibility of an immersive (either MR or large-screen LED) theatre.
 - 1.4.2.6.1. 10-minute CGI film that places the viewer in battle aboard USS JOHNSTON and kamikaze attack on USS KIDD.
 - 1.4.2.6.2. Estimated cost for the film: \$3M. Hardware will be extra cost, depending on format proposed and adopted.
 - 1.4.2.6.3. Investigating sponsorship.
- 1.4.2.7. Depending upon Foundation success in fundraising efforts:
 - 1.4.2.7.1. Development of the P-40 courtyard as a pavilion/venue.
 - 1.4.2.7.2. Replacing brick tiles with thick pavers. See paragraph 1.3.3.
 - 1.4.2.7.3. Removal of 7-flagpole set behind Memorial Plaza, the maintenance of which has become untenable.

1.5. STAFFING

1.5.1. Staff

- 1.5.1.1. We currently employ 8 full-time employees that constitute our core staff.
- 1.5.1.2. We currently employ 11 part-time employees.
 - 1.5.1.2.1. 3 of the 11 part-time employees are used only for the weekend overnight program, depending upon when groups schedule.
 - 1.5.1.2.2. It is expected that most of our part-time employees will be let go once the ship departs for drydock.
- 1.5.1.3. We retained 2 temporary employees in order to catalogue artefacts being removed from the ship before overhaul.
 - 1.5.1.3.1. The temp employee contracts expire on 1 May 2024.

1.5.2. Volunteers

- 1.5.2.1. Fred Enters and Frank Hyler continue to assist in various efforts on a periodic basis.
- 1.5.2.2. LDS missionaries stopped their weekly cleaning visits in early March 2024 while staff concentrated on removing artefacts from the ship in preparation for overhaul.

1.6. EVENTS

- 1.6.1. Conducted our annual Pearl Harbor commemoration event on 7 December 2023.
- 1.6.2. The LVMF conducted the annual fundraising event, Roarin’ on the River 5, on 21 March 2024.
 - 1.6.2.1. The event raised \$30K for the LVMF.

- 1.6.2.1.1. Attendance was lower than expected because many who bought tickets did not show up in person.
- 1.6.2.2. State Senator Franklin Foil was awarded the Patriot Award for his work in securing over \$10M funding for ship restoration from the State Legislature.
- 1.6.3. Conducted a livestream of a private ceremony held to commemorate the 1945 kamikaze attack on 11 April 2024.
- 1.6.3.1. Preparation of the ship for overhaul and high winds contributed to the decision to not make the event public this year.
- 1.6.4. Request for Museum speaker off-site:
 - 1.6.4.1. I spoke at the Plaquemine Rotary Club on 25 January 2024 at the request of Ted Verret.

1.7. PROMOTION

- 1.7.1. Virtual outreach
 - 1.7.1.1. Our virtual outreach continues to grow, with the Museum's Facebook page and YouTube channel reaching thousands of people around the world.
 - 1.7.1.1.1. Our 80th Anniversary program with the other Fletcher-class destroyers has proven popular on the History X (host of "Museum Ship Mafia") YouTube channel, which is simulcast on our Museum channel. That program has reached tens of thousands of subscribers.
 - 1.7.1.1.1.1. The final podcast in that series was on 31 December, the commissioning date for USS CASSIN YOUNG, but we are continuing the program annually, in order to continue stoking interest.

2. CHALLENGES:

2.1. SHIP

- 2.1.1. We are working directly with the USCG Marine Safety Unit – Baton Rouge on the planning for the ship extraction and approval of the deadship tow plan.
 - 2.1.1.1. Because of the ship's 16' draft, the ship has to be towed down river to its mouth, across the Gulf of Mexico to the eastern end of Isles Dernieres and then up the Houma Navigation Canal to the shipyard in Houma. This will be a 3-day journey.
 - 2.1.1.1.1. Crosby Tugs, contracted by TMC, will conduct the tow from Baton Rouge to Houma. T&T Salvage will have a crew onboard KIDD during the transit.
 - 2.1.1.1.2. The USCG has stipulated that there will be NO riders aboard for the trip. Only tug, salvage and Museum staff trained in the ship's equipment will be allowed aboard after the tow downriver begins.
 - 2.1.1.2. The USCG has required, because of current flooding inside the hull, that salvage divers apply temporary patches (SplashZone) to the external hull in the area of the hull breaches as an added precaution. Because the river will not rise high enough for the patches to be applied while the ship is in her cradle, they will be applied after the ship's extraction and before the USCG's final inspection.
 - 2.1.1.2.1. We are having Barry Witte assess the health of the ship's electrical system for the USCG's final inspection.
 - 2.1.1.3. All of the ship's voids and spaces will be cleaned, evacuated and inspected prior to the final inspection. TMC has subcontracted for this work. A naval architect is reviewing all plans to ensure ship stability throughout.

- 2.1.2. (Current priority) The river is not predicted to provide a high enough level (36') to float the ship free of her cradle. Our only choice this year is to lift the ship out.
 - 2.1.2.1. The extraction of the ship from her cradle will **NOT** be a public event.
 - 2.1.2.1.1. This extraction from the cradle promises to be a difficult engineering project and may take more than one day to complete.
 - 2.1.2.1.2. There will be no publicity or promotion of this event.
 - 2.1.2.1.3. The City-Parish of East Baton Rouge (EBR) and USCG will be notified of this event so that they can be ready with crowd control and security in the event that activity around the ship draws a curious crowd.
 - 2.1.2.1.4. After extraction from her cradle, KIDD will be towed (possibly by McKinney Salvage) to the City Dock, where salvage divers can apply patches and the USCG can conduct their final inspection (paragraph 2.1.1.2). EBR's farewell ceremony (paragraph 2.1.3) will be conducted while KIDD is tied to the City Dock and the ship will depart for the tow thereafter.
 - 2.1.2.2. Current predictions show one more high-water event (thanks to flooding in the Ohio River valley) approximately 22-24 April 2024, before river levels drop dramatically, possibly for the rest of this year.
 - 2.1.2.3. Because the contract with TMC was not signed off until 5 April 2024, the purchase order for a salvage company to plan and enact the ship's extraction from the cradle may not have assets in place in time to take advantage of the coming high-water event.
 - 2.1.2.3.1. As of this report, I am waiting to be able to talk to T&T Marine and the USCG about the plan to extract the ship from her cradle this year. I am hoping that the extraction evolution will occur sometime during the week of 29 April, because after that time, the river water levels are predicted to fall dramatically, potentially staying extremely low (as low or lower than last year) for the rest of the year.
- 2.1.3. EBR desires to hold a public departure ceremony on the day the ship leaves.
 - 2.1.3.1. We are in communication with the Office of the Mayor-President of EBR and will develop a final plan once we know when the ship can be extracted from her cradle.
 - 2.1.3.2. The Mayor-President's Chief of Staff will coordinate with the State Governor's and Lt. Governor's office, respectively, about their participation in this ceremony.
 - 2.1.3.3. Because of the short notice imposed by the river's unpredictability, the departure ceremony activities may not be as extensive as we would like.
 - 2.1.3.3.1. The return ceremony next year will be the focus of extensive planning and involvement.
 - 2.1.3.4. I, in conjunction with the LVMF, am currently soliciting sponsors for this ceremony.
 - 2.1.3.4.1. Blue Bell Ice Cream is committing several gallons of ice cream to participants, based on the story of the KIDD crew's obsession with ice cream during the war.
 - 2.1.3.4.2. A local artist, Oakwash, has designed and is producing a limited series edition of a uniquely designed tiki mug with 50% of sales going to the Museum.
 - 2.1.3.4.3. A local distillery has expressed interest in developing a KIDD branded rum for the occasion.

2.2. MUSEUM BUILDING

- 2.2.1. HVAC longevity and glass windows continue to be a concern, given their age and obsolete technology that causes us difficulty in finding a vendor to work on them when they encounter a fault or damage.

2.2.2. The brick tiling in the plaza, surrounding the building and in the P-40 courtyard is becoming increasingly fractured, creating trip hazards and contributing to a general run-down look of the Museum.

2.3. STAFFING

2.3.1. We plan to retain core staff during the time that the ship is away from the cradle, but declining revenue may force us to make unwanted cuts in payroll.

2.3.1.1. We will request another grant from the City in their next budget cycle for staff retention.

2.4. FUNDRAISING

2.4.1. We need the full participation of the Foundation over the next year to raise as much money as possible to support the ship during this once-in-a-generation overhaul.

2.5. OTHER

2.5.1. As discussed in paragraph 2.4 of the Executive Director's Report of 16 November 2023, there is still some discussion about making River Road in front of the Museum a two-way street.

2.5.1.1. If enacted, we may have to move the Museum front entrance to the north side of the building, which would entail a re-positioning of the front desk and Museum Store.

Thank you for your support,

A handwritten signature in black ink that reads "Parks Stephenson". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Parks Stephenson
Executive Director, USS KIDD Veterans Museum



LOUISIANA NAVAL WAR MEMORIAL COMMISSION

305 River Road S, Baton Rouge, LA 70802

COMMISSION'S SELECTION AND EVALUATION COMMITTEE REPORT

Commission's Selection and Evaluation Committee Report, April 15, 2024

1. On November 20, 2023, the Committee issued a Request for Proposal (RFP) to the three shipyards approved by the Commissioner of Administration- Bollinger, Conrad and Thoma-Sea. The RFP requested that each shipyard respond with a fixed price proposal that assumed responsibility for every aspect of the repair and restoration of the Kidd and its cradle beginning with its extraction from the cradle in May or June of 2024 and ending with the Kidd being returned into the repaired and upgraded cradle in the spring of 2025. The RFP also called for detailed descriptions by the shipyard of its experience, proposed staffing and planned schedule for the work along with an acknowledgement that no change orders would be allowed. Conrad chose not to respond to the RFP, stating that its prior commitments were inconsistent with the Committee's scheduling expectations.
2. During December, the Committee evaluated the initial proposals submitted by Bollinger and Thoma-Sea and then talked with each shipyard on a confidential basis about the weaknesses that the Committee had identified in its initial proposal. Following those discussions, the shipyards were asked to submit Best and Final Proposals.
3. On January 5, 2024, the Committee selected the Best and Final Proposal submitted by Thoma-Sea because it best satisfied the requirements and expectations for this project. Shortly thereafter, the Committee issued a press release announcing its selection and intention to enter into a contract with Thoma-Sea to repair and restore the USS Kidd and its cradle as directed by the legislature.

4. During the next two months, the Committee and Thoma-Sea worked closely in drafting a comprehensive contract covering the work needed by the Kidd and consistent with the total contemplated funding from the Legislature. When the proposed final draft was provided to Facility Planning and Control (FP&C) in February for its review, the Committee was advised that the Commission needed to enter into the normal Cooperative Engagement Agreement (CEA) utilized by FP&C before the Commission signed the proposed contract.
5. Because the standard form of CEA utilized by FP&C was not consistent with the unique legislation authorizing the USS Kidd's repair and restoration and the actions described above, the Committee and FP&C's staff developed a special form of CEA for this project that was executed on April 4, 2024.
6. On April 5, 2024, the Commissioner of Administration advised FP&C that he had approved the availability of funding for the proposed contract between the Commission and Thoma-Sea in the amount of \$10,510,638.75. Later that day, FP&C advised the Commission that it concurred in the award by the Commission of the construction contract in this amount to Thoma-Sea Marine Constructors LLC.
7. The contract in the amount of \$10,510,638.75 between the Commission and Thoma-Sea was fully signed on behalf of the Commission immediately following receipt of FP&C's concurrence on April 5, 2024.

Respectfully submitted,
Les Nicholson
Committee Chairman