



Seeing is really believing

Posted by [Heading Out](#) on October 12, 2005 - 12:57am

Topic: [Supply/Production](#)

Tags: [hurricane katrina](#), [new orleans](#), [venice](#) [[list all tags](#)]

Driving around New Orleans, the true impact of the hurricanes, particularly if one then heads down the Mississippi, has been both more surprisingly upbeat, and breathtakingly worse than one got from the television news. The upbeat part comes from the number of houses with sheetrock or wall panels or furniture stacked outside, ready to be hauled away. This was much more prevalent than I had expected and if someone has done this (and especially if they have also mowed the lawn) then one can expect that they will be restoring the current house. Each neighborhood was different, however, and there were a number of places where we saw families just sitting, not sure where to start, or what to do next - many in despair.

But there is a strong sense that the town is coming back, you can get red beans and rice on Bourbon Street (it being Monday) - even though it is in a plastic container, because they prefer to use the limited power to cool the beer, rather than run dishwashers. And there were some tourists and shops were beginning to open. In part that is also true of the nearby oil industry, the oil pipelines are now largely checked and in good shape, and there were three workboats down at Venice that seemed to be stocking up and ready to head back out into the Gulf, and to begin rebuilding the oil supply infrastructure out there. Not that there is not a lot that has to be done.

. They are still hauling debris out of terminals, there are something between 1,500 and 2,000 boats that are ashore and that need to be moved. But the road is now clear all the way down (if you go over the old drawbridge at Empire). It was still covered in a little water at about four points on the way down, The Conoco Philips refinery is likely down until the end of Q1 next year, so rumor had it, while they were still working on the Murphy refinery. The power company conga lines were sitting at the barricade across the road into St Bernard parish as we entered the other day. Another line was heading down the road, and had almost reached Port Sulphur. (Although, since that was where the hurricane crossed the peninsula, and there did not seem to be much left to connect back into the grid.)The destruction from Homeplace south was in places total, with little being left to show where a house had stood, though buildings began to reappear as recognizable structures north of Venice.

Back at the time of the Hurricane I had raised a question as to whether it was better to leave the tanks in an oil farm full or empty.



I think that question is now answered, with the right answer being apparently full. The tank has been lifted and set down across the feed lines into the terminal at Port Sulphur.

And as a further comment to my earlier discussion about levees and floodwalls. Note the difference that a barge makes.



Note that the earthen levee has held the barge. It is still on the water side of the levee, and has not induced a breach at that point.

In contrast at the Industrial Canal breach in the city, you have to look closely at the picture to see the floodwall pilings stretched across the ground in an arc from the end of the remaining floodwall (it is now replaced with a levee) and the barge is beyond, on the land side of what was a



barrier.

The concrete wall that provided the visual evidence of the floodwall is fractured and all along the breach the piling was pulled out of the ground and carried far into the opening created by the



This work is licensed under a [Creative Commons Attribution-Share Alike 3.0 United States License](http://creativecommons.org/licenses/by-sa/3.0/).