



The Pelican Flyer

Online Newsletter of the Pelican Yacht Club

Issue Thirty-seven

June 2023

63rd ANNIVERSARY



Commodore's Corner

The big news is that the club is tackling its digital presence. Several months ago, I had difficulty updating mail forwarding with our previous web hosting agent. So, when you send an email to me, at Commodore@pycl.org,

the web service forwards this to my personal

email address. Otherwise, I would have to remember to check a separate email address to check for messages. A significant complication was that the original member who set this up had not only left the club but also moved out of the country. We ended up changing web hosting to Square Space, based on a club member's recommendations. A valuable lesson we've learned is that we must have multiple "authorized users" on all of our digital access points.

Roger Seals, our former Commodore, enlisted the services of Chloe Stephan to design a website for PYC. During the day, Chloe handles marketing for Madisonville's Lake Ponchartrain Basis Maritime Museum. Chloe is building our new website on Square Space. She estimates maybe up to two months on this. Roger and other members looked at several yacht club sites and identified one that they like best. Chloe will follow their format for us.



Meanwhile, Andrew Russell is working on Google Mail to reach members via email blasts. We are updating our mailing lists. He is also accessing our Facebook page to showcase the Wednesday Night Sails at False River. We will also use Instagram, too. Interesting to see that there is no universal platform. Us older folks prefer Facebook and the younger generation prefer Instagram so PYC has to be “bilingual”!

Improving our digital footprint is a necessity. This will help us improve our presence in the world and communicate better with existing and prospective members. Keep your eyes out for our new website and more timely communications!

Drew Boatner



Effort to Revise and Redeploy Club Website Initiated

The Club recently initiated an effort to basically “start over” in the design and deployment of its website. Chloe Stephan, the webmaster for Maritime Museum Louisiana, has been secured to design and implement the revised website using Squarespace. At \$192/year, Squarespace represents a comparatively modest expenditure of Club funds for the value received. Fortunately, Drew was able to transfer the Club’s current Internet domain, www.pycl.org, from Gandi to Squarespace. Gandi, the current website provider for the Club, will be cancelled. We expect Squarespace to be a much more user-friendly website development system for the initial development of the website and subsequent revisions.



Pelican Yacht Club Board Meeting Minutes Tuesday, June 20, 2023

Attendees Commodore: Drew Boatner Vice Commodore: James Latour Rear Commodore: Andrew Russel Past Commodore: Roger Seals Secretary: Kayla Foucha Treasurer: Drew Boatner (acting) Directors: Amanda Bryant Ken Walsh

2. Commodore’s Corner

- Not up to date here Treasurer’s Report (as of May 22, 2023) Total Members = 17 PYC Chase Checking Account Balance = \$11,828 LJTYSP Chase Checking Account Balance = \$3,975 Should consider CDs or interest-bearing accounts– will research Working on monthly financials– need to visit MDR about their invoice ● Been getting charged for 2 slips that we’re not using Roger and Drew to visit MDR on Thursday to stop the invoices for those slips
- Using Quickbook financials
- Trying to have membership and boats as sole source of income

Membership Development Website/ Email/ Club Calendar (Roger)

- Chloe Stephan from Maritime Museum Louisiana has offered assistance on creating a website for the club
- Recommends SquareSpace
- Will meet on Thursday to discuss website layout
- Club members agree New Orleans Yacht Club site has the better layout, possibly will have a layout similar
- Justin to give access to Andrew R. to update email account and Facebook account
- Discussed possibly using Instagram and Facebook to promote the club

b. Several club membership apps sent out

- No updates; however, Roger will send one more email out to potential members

Club Activities

Open Houses/ Cookouts i. False River– April 22

● Great turnout, beautiful day ● Several Sunfish and Day Sailers were out and taking people out to experience sailing

- Wanting to hopefully have another one in the fall

○ Possibly reach out to 225 magazine or Country Living

Corinthian Sailing Activities (Pontchartrain Yacht Club)– ongoing ● Continuing emails with Corinthian New Orleans Sail (Roger)–

Excursion for members

- Possibility of having a date in the Fall New Orleans Sail with LSU students

● Excellent reviews from students and UREC Coordinator was happy ● Students have talked about creating an LSU sailing club

3 ○ May need a committee within the club to help make this happen

● 11 students, UREC coordinator and husband all attended the sail in which 2 out of 11 students did not like sailing but the rest did

○ Ken mentioned sailing with just the main sail was rough due to rough seas, but it was a learning experience

○ Would like to make this an annual event for LSU students

● Really would like for the LSU Lakes to be a place for Sunfish Sailing however, drainage/cleanup to take place in 3 years.

● Would like to continue Wed. night sailing, possibly having a couple of LSU students to take on this opportunity

○ Would be opened to change this to Thursday, if better outcome

○ People outside the club enjoy watching sails in the water and could be good for advertising

○ Possibility of getting PYC vinyl to place on sail or sailboat to help with advertising 5.

6. Sailing Classes & Training a. Classes on hold b. LJT Youth Sailing Program ● Bob/Roger meeting with BREC w/ administration to make a decision about youth sailing program

● Would give a relationship with BREC which could give members access to facilities Fleet Development & Management

a. Hurricane/ Snowstorm Preparation (Andrew as monitor)

b. False River Sunfish fleet- established

c. Hanet Boat–SOLD!

d. Mariner

1. Reminder about contacting Drew for use

2. Nothing new here

e. Flying Scot at Lake Pontchartrain Yacht Club (Drew)

● Will remain at Lake Pontchartrain as gives great networking with other yacht clubs 4

● Only \$15 to store at its current location

f. Eclipse– in progress

● Going to be a great student boat

● mast/rigging-good

○ Need to trip down mast

- Blue tarp is over the boat to prevent any water from rain: still working
 - Removed 4 windows for new ones
 - Going to check out West Marine to find 2 sheets of glass, will seam/bolt on Eclipse as well as trim down mast
 - Possibility of another work day for club members
- g. Bill Herke's boat– in progress for donation/ sale
- Will catch John Herke on Thursday to get the trailer transferred 7.
8. Other Items
- a. New Roads Fall Festival (October)– Drew/ Carlyn (on hold)
- Drew to speak with Carlyn to hopefully take over the FaceBook page/website development
 - Hoping to use this to have her a part of the club
- b. False River– possible draw down to occur, more research to come to verify
- Next Board Meeting– discuss date changes–Next date: July 25th End of meeting: 7:10 pm.

Note: Determined no drawdown until 2024!



Wednesday Night Sunfish Sailing



Andrew Russell continues to provide leadership for Sunfish sailing at False River on alternate Wednesday afternoons. Andrew pays close attention to the weather forecast and announces plans to members via the Club's listserv email. The Sunfish are launched at the ramp at Bueche's Restaurant about 2 miles west of the storage pavilion. It would be great to have all four Sunfish on the water for these afternoon/early evening sails.



Good News!- No False River Drawdown in 2023

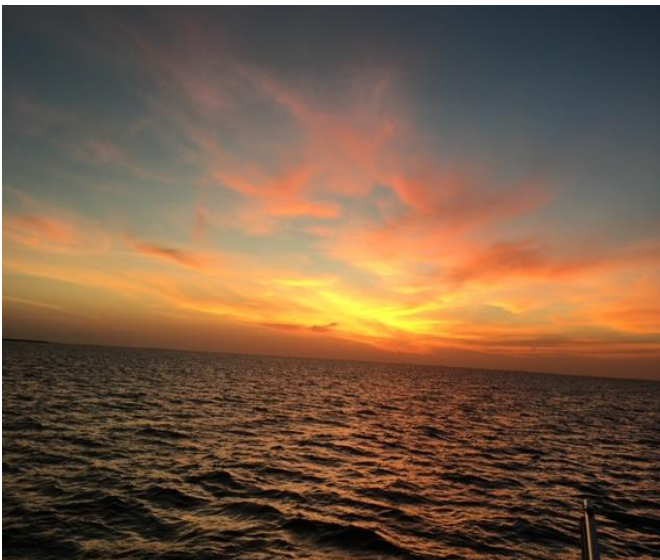
Gary Snellgrove determined that the Louisiana Department of Wildlife and Fisheries does not plan to execute a drawdown of False River during 2023. This will allow to Club to plan and conduct several activities that otherwise would have been impossible. Some definite activities include but are not necessarily limited to an open house to recruit new members and possibly a continuation of the Teekell Sunfish Race Series.

On less than good news, a False River drawdown is currently planned for 2024 starting after Labor Day and extending to late January 2025. Given that, I focus should be on developing plans for sailing and activities centered at Marina Del Ray/Lake Pontchartrain.



Website Photos

Here are a couple of photos from my files that I provided to our new website developer for possible use in the



development of the Club's website. If you have any relevant sailing photos, please send them to me (rkseals71@gmail.com).



Sailboats for Sale

1977 Spirit 23 masthead sloop with a two-axle galvanized trailer and 2006 9.9 hp 4-cycle Honda outboard motor with remote fuel tank is being offered



for sale by the Pelican Yacht Club (the sailboat was donated to the Club by the family of Bill Herke). Built by Glastron (USA), the hull is classified as keel/centerboard. The specifications for the boat are as follows: LOA- 23.0 ft LWL- 20.0 ft Beam- 7.3 ft Draft (max)- 5.0 ft Draft (Min)- 2.0 ft Displacement- 2800 lbs. Overall, the hull appears to be in relatively good condition structurally but only fair condition aesthetically. There is some deterioration/damage in the aft section of the port gunwale. While unsightly, it does not appear to negatively impact the overall soundness of the hull. The cabin is essentially bare and in need of significant TLC. Four sails in serviceable condition are provided: a mainsail, a jib, a genoa, and a spinnaker. No Spirit 23 interior cushions are available (Note: A set of Catalina 22 interior cushions can be provided at no cost if desired.). The four tires on the trailer appear to be in average to good condition. The boat is currently dry stored in Madisonville, LA. Arrangements to inspect the boat can be made. Both the boat registration and the trailer registration are transferable to the new owner. Asking price: \$3000 OBO.

1995 MacGregor 26S Sailboat with outboard and trailer is being offered for sale at an asking price of \$7500. The 26S is a fractional rig with a centerboard and uses water ballast for stability. Dimensionally, it has a LOA of 25.82'; LWL of 23.5'; Beam of 7.82'; Draft (min) of 1.25'; Draft (max) of 6.33'; Displacement of 2850 lbs; and Ballast of 1200 lbs. Auxiliary power is provided by a 2009 four stroke 9.9 hp Mercury outboard with remote tank. The outboard was recently inspected and tuned up. The sail inventory includes a mainsail (fair condition); jib (good condition); and genoa (good condition). The canvas inventory includes a bimini and mainsail cover, both in excellent condition. Accessories List: original interior cushions (good condition); cockpit seat and backrest cushions (good condition); anchors (2); port-a-potty; auto tiller; IdaSailor rudder (kickup); swim ladder; whisker pole; and bulkhead-mounted compass. The deck is equipped with lifelines anchored to bow and stern pulpits. The galvanized trailer is in good condition and is equipped with essentially new tires (mileage less than 100 miles). Both the title of the trailer and registration of the boat are current and transferable. Original owner's manuals for both



the sailboat and the outboard are included. Asking price- \$7500. For further details or to arrange an inspection of the boat, call, or text Bob at 225-266-3908.





Lake Pontchartrain Basin Maritime History Blog

Whereas the maritime history briefs published in the indicated blog are accessible via the Maritime Museum Louisiana (previously known as the Lake Pontchartrain Basin Maritime Museum) website, for your reading interest and convenience they will be published in all future editions of the newsletter- one brief per month.



Lake Pontchartrain Basin Maritime History Briefs Defining the Basin

Since these Briefs focus primarily on historical events and activities in the Lake Pontchartrain Basin, an understanding of the geological history and geographical limits of the Basin is important. The Basin is a “10,000 square mile watershed that includes 16 Louisiana parishes and 4 Mississippi counties.” The Mississippi River forms the western boundary of the Basin. The eastern banks of the River at New Orleans and Baton Rouge are considered to be parts of the Basin. While the River is not considered to be a part of the Basin, the periodic releases of River flood waters via the Bonnet Carre

Spillway to the Lake and their impacts on the Lake cannot be ignored. To examine a comprehensive summary of the Basin- its history and habitat, visit the Pontchartrain Conservancy site at:

<https://sciencefourcoast.org/about-us/our-basin/basin-history/>

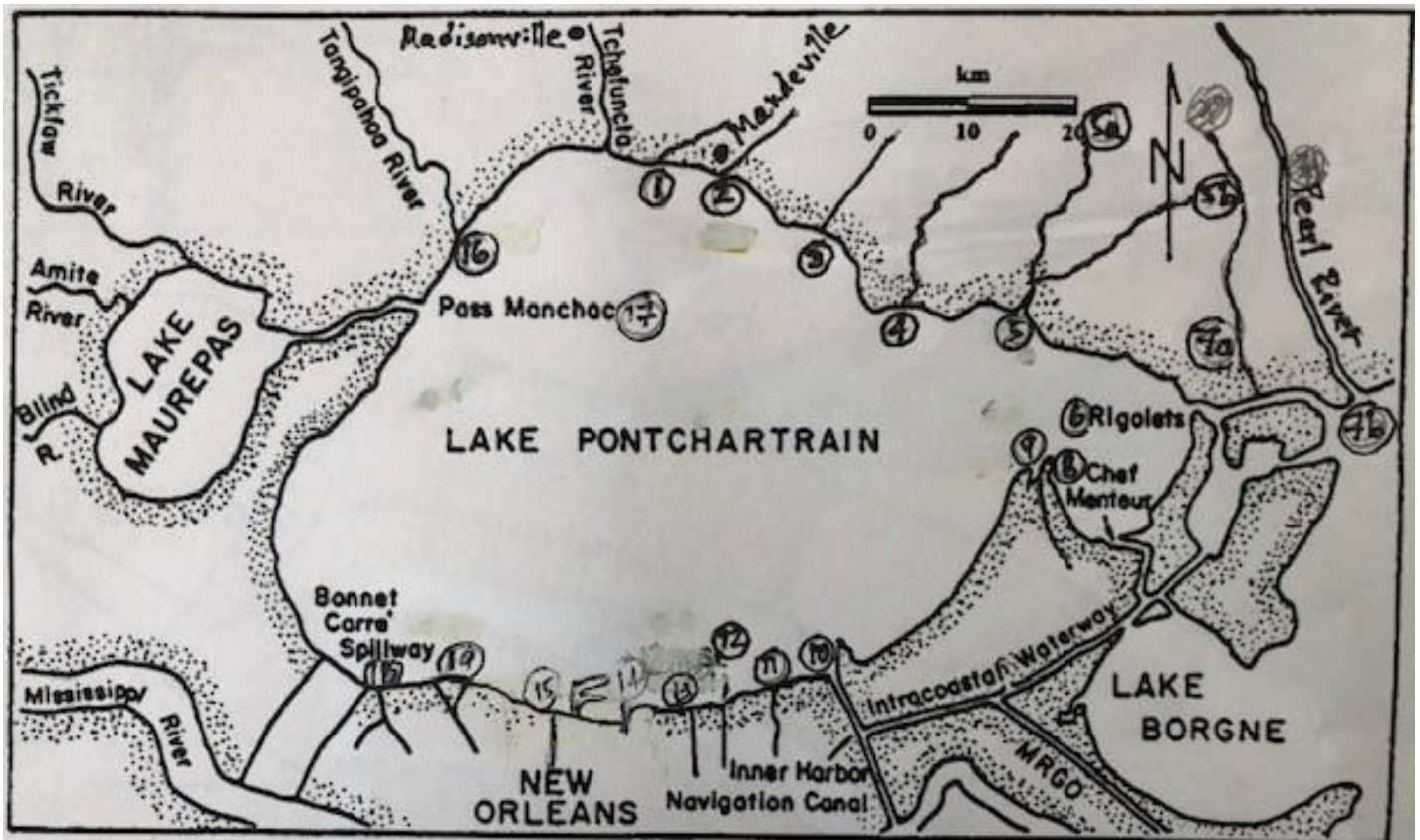


The Conservancy article provides an excellent description of the boundaries of the Basin but does not give detailed listings and locations of the tributaries to and from the Lake. Such information is critical to understanding the maritime history of the Basin in the 18th- 20th centuries. Fundamental to that history are the exploits and discoveries of Peter LeMoyne d'Iberville and Jean-Baptist LeMoyne d'Bienville from three Gulf voyages during the period 1699-1702. D'Iberville's translated Gulf Journals provide his first-hand account of actions and observations for each of his voyages. Of particular interest is his account of the voyage of 1699 in The Journal of the Badine. The Badine was the ship, reported to be a small frigate, commanded by d'Iberville for the 1699 voyage. The Badine was accompanied by another frigate, the Marin. The purpose of the voyage dates back to 1684 at which



time French King Louis XIV sent Rene'-Robert Cavelier, Sieur de LaSalle to the Mississippi Valley to: 1) establish a colony to control the fur trade and provide a base for defense against Spanish and English encroachment and 2) locate the mouth of the Mississippi River from the Gulf. Not only was LaSalle unsuccessful but his crew mutinied and killed him. Delayed by a number of factors and conditions, it was not until 1697 that Louis XIV could again direct efforts to achieve his original intent to establish a colony on the Mississippi River and locate the Gulf of Mexico outlet of the River. However, it took almost two years to mount a new attempt to achieve the original goals of the LaSalle expedition. D'Iberville, who had established himself as a "fighting man", was selected for this endeavor. Phillip Phelypeaux, Comite de Pontchartrain, French Minister of Marine, gave d'Iberville the charge to go to the Gulf of Mexico, locate the mouth of the Mississippi River, and select a good site that could be defended by a few men to block entry to the river by other nations.

It's important therefore to investigate the tributaries to Lake Pontchartrain and some of the ways in which they have contributed to the maritime history of the Basin. Since the Lake Pontchartrain Basin Maritime Museum resides in Madisonville, let's adopt it as our prime meridian and list tributaries to the Lake, first in a clockwise manner, starting on the north side of the Lake with the Tchefuncte River. Historically, once over the bar (i.e., elevated area of sediment at the mouth of a river or stream) at the entrance to the River, the depth increases to 10 ft to Madisonville at which point the controlling depth decreases to 4 ft. Major 18th-20th century shipyards, earlier the Baham Shipyard and subsequently the Jahncke Shipyard were located on the River. Each shipyard produced a significant number of vessels.



Following in sequence as we move clockwise around the Lake are the indicated tributaries and drainage canals including the approximate shoreline distance from the mouth of the Tchefuncte River. Near the entrance to the River is the Tchefuncte River Lighthouse that was the rear tower of a range (i. e., a pair of beacons that can be aligned to safely navigate a shallow passage). Established in 1838, the tower had to be replaced in 1868 because of damage suffered during the Civil War. The keeper's house was moved to a site on the west bank of the River in Madisonville near the Lake Pontchartrain Basin Maritime Museum. The Museum manages the keeper's house as a venue for receptions, weddings, and gatherings of all types.

1) 2 mi- Bayou Chinchuba- This is a relatively minor tributary to the Lake for which I have yet to find any citations in historical documents.

2) 5.4 mi- Bayou Castine (Mandeville)- This bayou forms the western boundary of Fontainebleau State Park. Water depths past the bar are generally less than 10 ft. Currently, the Bayou provides numerous marinas for sail and power boats. While not the site of particularly extensive ship building, the *PONTCHARTRAIN*, a 129' steamboat was reported to have been launched at Mandeville in 1836. The Battle of Lake Pontchartrain, that ended the Revolutionary War in Louisiana in September of 1779, is reported to have taken place off the shores of what was to become Mandeville.

3) 8.3 mi- Cane Bayou- This is also a relatively minor tributary with no apparent significant relationship to the maritime history of the Basin.

4) 14.7 mi- Lacombe Bayou- Subsequent to passing the bar at the entrance to the Bayou from the Lake, water depths vary from about 6 ft to 7 ½ ft over a distance of 7 mi. Comparatively active sailing vessel construction has been reported on the Bayou in the 19th century.

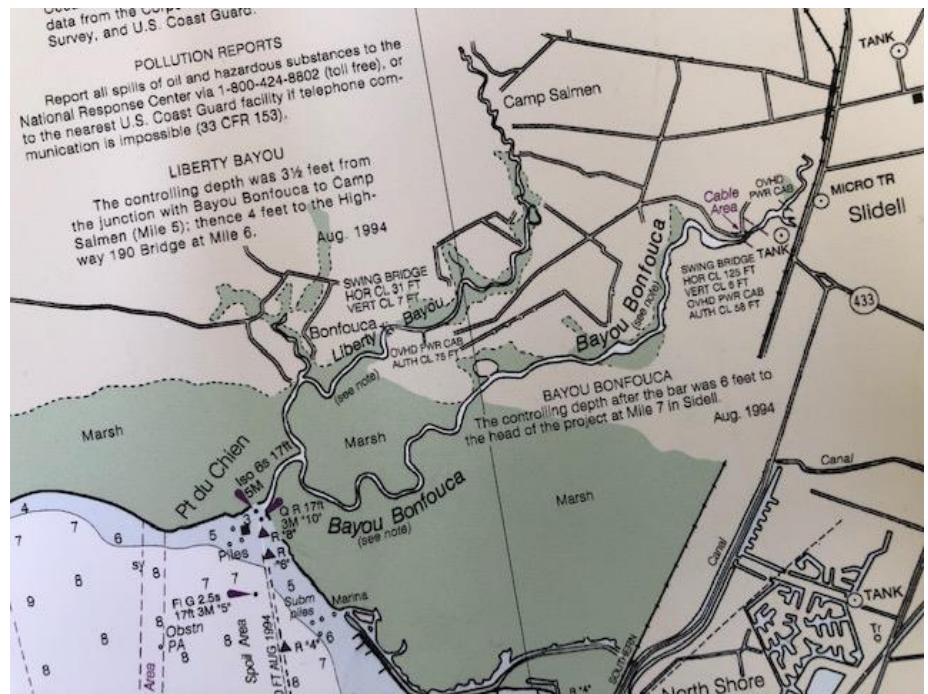
5) 19.4 mi-- Just south of Pt Au Chien, there is a water course oriented northeasterly from the Lake and approximately 0.5 mi long that bifurcates into Bayou Liberty to the north and Bayou Bonfouca to the south. Presently, there is a marked channel leading into the water course. It is unlikely that such a channel existed during the 18th-19th centuries



5a) Liberty Bayou- Recent navigation charts list controlling depth of 3 ½ ft. Near the head of the Bayou, the community of Bonfouca was the site of considerable sailing vessel construction in the 19th century.

5b) Bayou Bonfouca- Controlling water depth in the Bayou after the junction is 6 ft to Mile 7 in Slidell. The Bayou was the site of a creosote plant that

operated between 1882 and 1972. Because of contamination from creosote releases and spills, the site was designated an EPA Superfund Site in 1983. Remediation efforts continue to the present day but an advisory to not eat the fish from the Bayou was lifted in 1998.



6) 27.2 mi- The Rigolets- This is the 8.5 mi long deep-water pass connecting Lake Pontchartrain to Lake Borgne and ultimately the Mississippi Sound in the south and east. Water depths in the pass are quite variable but generally range from approximately 20 ft to 50 ft for a reported average of 33.8 ft. However, at a bend near the north end, depths as little as 7 ft exist. It forms the boundary between St. Tammany Parish to the east and Orleans Parish to the west. In the 18th and 19th centuries, The Rigolets provided a much more convenient and economical commercial and public access to New Orleans from the northern Gulf Coast than the Mississippi River.

7) Pearl River- The 7a) West Pearl River (also referred to as the Old Pearl River) flows into The Rigolets and ultimately into Lake Borgne with its connection to the Mississippi Sound. The East Pearl River or what is normally referred to as simply the 7b) Pearl River flows through the dredged Pearl River Channel into Lake Borgne and thence into the Mississippi Sound. Sailing vessel construction was reported on both the West Pearl and Pearl Rivers during the 19th Century.

With exception of The Rigolets, all the previously listed tributaries lie in St. Tammany Parish. The Pearl River forms the eastern boundary of Louisiana with Mississippi. The western bank of the river resides in Louisiana, the eastern bank in Mississippi.

8) 33.5 mi- Chef Menteur Pass- The 6.4 mi long Pass provides access to Lake Pontchartrain via the western reaches of Lake Borgne. While there is a considerable range of water depths in the Pass, the average depth has been reported to be 41 ft. That does not take into consideration the shallow water at the entrances to the Pass. In 1822, Fort Wood was

constructed by the United States on the western shore of the Pass. Subsequently, the fort was renamed Fort Macomb after the former Chief of Engineers and the second Commanding General of the United States Army. The Fort was involved in Civil War hostilities as early as 1861 and extending to the end of the war.

Both The Rigolets and Chef Menteur Pass were made known to d'Iberville as early as 1699 by the indigenous people living in the Lake Pontchartrain Basin. These passes provided and still provide direct access to and from the Gulf of Mexico and Lake Pontchartrain.

9) 38.6 mi- Bayou Sauvage- To date, I have not identified any significant evidence of its importance to the maritime history of the Basin. However, the Bayou is now part of the nation's second largest urban wildlife refuge. Among other wildlife, the Refuge is a stopover site for migrating birds on the Mississippi Flyway, a bird migration route for over 325 species of birds that follows the lower Mississippi, Missouri, and Ohio Rivers.

10) 50.1 mi- Inner Harbor Industrial Canal (IHIC)- Completed in 1923, the Canal provided a connection from Lake Pontchartrain to the Mississippi River via a lock at the junction of the Canal and the River. During World War II, the Gulf Intracoastal Waterway (GIWW) was rerouted from The Rigolets westward through the swamp west of Lake Borgne and linked to the IHIC. The GIWW effectively follows the route of the Industrial Canal beyond the intersection of the two channels.

11) 52.1 mi- London Avenue Canal- One of three major New Orleans drainage canals.

12) 52.8 mi- Bayou St John- Its existence was revealed to d'Iberville in 1699 by his native guide as he explored the Mississippi River. The guide pointed out the path over which goods were transported between Lake Pontchartrain and the Mississippi River. The first segment of the path from the River required portage overland to the Bayou after which water passage to the Lake via the Bayou was possible. Following the founding of New Orleans in 1718, the Bayou provided the earliest supply link from Lake Pontchartrain to the French Quarter. Originally, portage of goods was required from the terminus of the Bayou to the Quarter. In 1796, the Carondelet Canal was completed extending the Bayou to a turning basin in the Tremé' neighborhood behind the French Quarter. The Canal, conceived by the Spanish Governor of the Colonies of Louisiana and West Florida at the time, Hector Carondelet, effectively overcame the need for portage by extending the Bayou from the Lake directly to the turning basin. The City of New Orleans purchased the Canal in 1924 and began filling the Canal in the following year. This action did not shut down Bayou St John. In fact, the Bayou played an important if not vital role in the WW II war effort. Specifically, Higgins Boats manufactured in Higgins' City Park Plant were transported to the Bayou by train for their final assembly and testing before being delivered to the U. S. Military.

13) 53.1 mi- Orleans Avenue Canal- A drainage canal located along the western boundary of City Park.

14) 54.4 mi- New Basin Canal- This Canal provided a more navigable and direct water passage for goods and passengers to the Quarter than the Bayou St John- Carondelet Canal passage. As completed in 1838, the Canal extended to a turning basin in the vicinity of now Rampart Street and Howard Avenue. As initially completed, the 60 ft wide channel accommodated vessels drawing 6 ft of water or less. Subsequently, the width and depth of the

channel were increased to 100 ft and 12ft, respectively. Officially closed in the 50's, the only remaining portion of the Canal is the New Orleans Municipal Yacht Harbor channel between the New Basin Canal Lighthouse that was established in 1838 and the Southern Yacht Club.

15) 54.8 mi- 17th Street Canal – This drainage canal is now fitted with a major flood gate control system to prevent flooding of New Orleans from Lake waters. This is the canal along which a section of the eastern side of the retaining structure failed during Hurricane Katrina causing extensive flooding in the West End area and Lakeview neighborhood. The Canal also coincides with the boundary between Jefferson Parish to the west and Orleans Parish to the east.



The locations of the three previously cited drainage outfall canals (11, 13, and 15) are better indicated in this illustration. The illustration is oriented with north pointing vertically towards the top of the illustration. While not specifically labelled, located between the London Ave Canal and the Orleans Ave Canal is Bayou St John, the eastern boundary of City Park. The western boundary of the Park is the Orleans Ave Canal. Just east of the New Orleans Municipal Yacht Harbor shown projecting into Lake Pontchartrain is the

only remaining section of the New Basin Canal.

That takes us to a point on the south shore almost due south of Madisonville, so let's return to our prime meridian at Madisonville and head counterclockwise around the lakeshore.

16) 7.4 mi- Tangipahoa River- With its source in Pike County, Mississippi, the river flows 122 mi to its outfall in Lake Pontchartrain. The river was named after the Tangipahoa Tribe that lived just north of the Lake between the Pearl and Mississippi Rivers. The portion of the river in Louisiana lies wholly in Tangipahoa Parish. Significant vessel construction has been reported on the River during the mid-19th Century.

17) 10 mi- Pass Manchac- Also located in Tangipahoa Parish, this pass connects Lake Maurepas and Lake Pontchartrain. The existence of the Pass was first documented by d'Iberville in his Gulf Journal- The Journal of the Badine, of his first voyage to the Mississippi River territory in 1699. Discovery of the Pass was aided by guidance received from the indigenous people living in the Basin. With this guidance and his own initiative, d'Iberville was able to navigate from the Mississippi River to Lake Maurepas, through the Pass to Lake Pontchartrain and from the Lake to the Mississippi Sound via The Rigolets. Constructed on the north side of the Pass entrance to Lake Pontchartrain in 1838 was the Pass Manchac Light, a historic lighthouse. Owing to poor construction and the encroaching waters of the Lake, the Light was rebuilt four times with the last time being in 1857. The lighthouse served for 130 years before being destroyed by Hurricane Isaac in 2012. In advance of the hurricane, the lantern room of the Light was removed and is now displayed at the Lake Pontchartrain Basin Maritime Museum.



D'Iberville's discovery of what is now designated as Pass Manchac is only a small part of a much larger and more important discovery process. Given the assurances from indigenous tribes of a water route from the Mississippi River to the Gulf of Mexico, d'Iberville was initially guided to a stream located on the east bank of the River that he named after himself as Riverie d'Iberville. The Riverie d'Iberville was subsequently renamed Bayou Manchac based on its designation by the Choctaws (Manchac meaning "back entrance"). D'Iberville navigated this water course eastward to a lake that he named Maurepas after Jerome Phelypeaux, Comite de Maurepas, the son of the Comite de Pontchartrain, the French Minister of Marine. Importantly, Lake Maurepas serves as the outlet for three rivers- the Tickfaw, the Amite and the Blind. Crossing Lake Maurepas, he identified a pass (now designated as Pass Manchac) leading to a much larger lake that he named Pontchartrain after the French Minister of Marine. Once in Lake Pontchartrain over a period of several days, d'Iberville proceeded to the Mississippi Sound via The Rigolets and his fleet anchored there.

In advance of initiating exploration of the "backdoor" from the Mississippi River to the Mississippi Sound and the Gulf of Mexico, d'Iberville was travelling upriver investigating the course of the River and its tributaries. His journal noted the identification of a stream he described as the dividing line between the hunting grounds of the Ouma's and the Bayagoula's. He described that the bank of the stream was filled with huts with palmetto frond roofs. He further noted that the site was marked by a maypole painted red and adorned with several fish heads and bear bones. This "*baton rouge*" is effectively the basis for the City of Baton Rouge.

18) 29 mi- Bayou LaBranche- To date, I have not identified any significant evidence of its importance to the maritime history of the Basin.

19) 32 mi- Bayou Piquant- Like several other bayous previously listed, I have not identified any significant evidence of its importance to the maritime history of the Basin. This Brief would not be complete without noting the existence of the Bonne Carre Spillway, a waterway completed in 1931 to release floodwaters from the Mississippi River to Lake Pontchartrain and thence to the Gulf of Mexico. Located about 33 river miles north of New Orleans, the width of the leveed 5.7-mile-long Spillway is 7700 ft at the River and 12,400 ft at the Lake. The upper levee of the Spillway intersects the western shore of Lake Pontchartrain at approximately 26.5 shore miles from the Tchefuncte River. The lower levee of the Spillway at the Lake is just northwest of Bayou LaBranche. As of 2020, the Spillway has been opened a total of 15 times. It is interesting to note the significant increased number of openings in the past decade: one opening/1931-39; one opening/ 1940-49; no openings/1950-59; one opening/1960-69; three openings/ 1970-79; one opening/1980-89; one opening/1990-99; one opening/ 2000-09; and six openings/ 2010-2019.

This Brief is only a very concise overview of some of the prominent features of the Basin and their historical significance. Subsequent briefs will explore a more detailed and in-depth examination of the role and importance of these Lake tributaries to the maritime history of the Basin.

Sources

Iberville's Gulf Journals, Richebourg Gaillard McWilliams, The University of Alabama Press, Tuscaloosa, 1981.

Details concerning the various tributaries were drawn from the Wikipedia Encyclopedia available online.

Ship Registers and Enrollments of New Orleans, Louisiana, Survey of Federal Archives in Louisiana, Division of Community Service Programs, Works Progress Administration, Volume 1, August 1941; Volume 2, February 1942; Volume 3, March 1942; Volume 4, March 1942; Volume 5, March 1942; and Volume 6, March 1942. (Note: Access to copies of these volumes is available on The Digital Library of the HathiTrust.)