



The Pelican Flyer

Online Newsletter of the Pelican Yacht Club

Issue Thirty-eight

July 2023

63rd ANNIVERSARY



Commodore's Corner

We are exhibiting at the Wooden Boat Festival in Madisonville on October 14th and 15th. The festival runs from 10 AM to 6 PM on both days. There will be plenty of food and music there. We are showcasing the club, especially our O'Day Mariner at the marina. We are also gauging interest in our adult sailing classes and prospective youth sailing camp. The concept is to attract potential members from the Northshore and Baton Rouge areas. We need volunteers to man the booth. I am asking that you serve a 4-hour block ~ 10am to 2pm or 2pm to 6pm. I do encourage bringing a companion (significant other/ neighbor/ child) as long as he/she behaves. Unfortunately, no dogs are allowed at the festival ~ apparently too many bites in the past. Email me at commodore@pycl.org

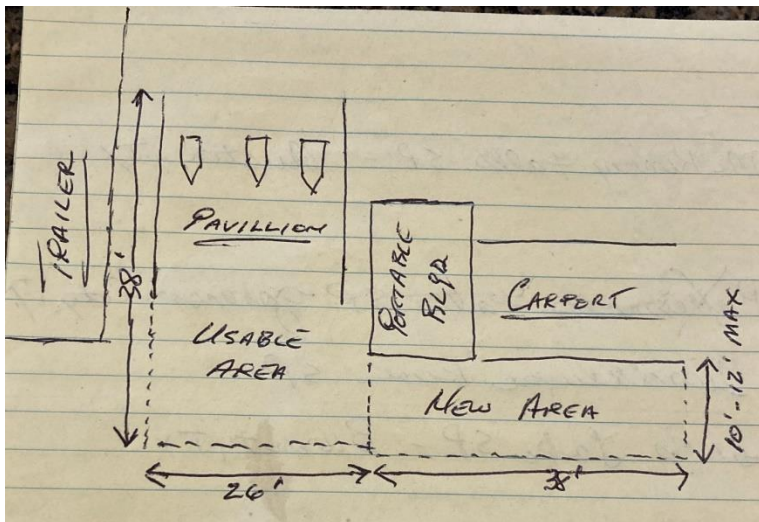
Drew Boatner



Member Input Solicited- Proposed Actions to Modify Provisions for Storage of Equipment and Boats

The following proposal was presented to the Board for consideration at its meeting of July 25, 2023. In advance of discussion and action on the proposal at its August 22nd meeting, the Board seeks your input either in support of or opposition to the proposal. Your alternative suggestions are also solicited. Send your thoughts and comments to Drew (adboatner@gmail.com). Here is the proposal...

- Cancel the MDR storage garage effective September 30, 2023. (Note: If it is decided to move forward with this proposed plan, we will need to inform MDR to cancel before the end of August. We will maintain and pay for the storage garage through September.)
- Lease additional storage space (“New Area”) at the False River pavilion site at \$900/yr. The property owners have previously offered this area to us.



- Purchase a 12' x 16' storage shed and locate on the newly leased area at the False River pavilion. In advance of its purchase, the property owners will have to approve the shed.

Note: Because the storage shed will need to be in place in advance of closing the MDR garage, cancellation of the MDR storage garage will have

to be coordinated and consistent with the timing of the purchase and placement of the shed.

- Carefully evaluate the items currently stored at the MDR garage and the Seals residence and place in one of the following categories:
 1. Retain and transfer to the proposed storage shed to be located at False River.
 2. Retain and attempt to either sell or recycle in some manner.
 3. Dispose

Pros

- The proposed storage shed will allow consolidation of all the Club's physical holdings (trophies, sails, rigging, hardware, PFD's, tools, etc.) in one location.
- The storage shed will provide a secure storage facility not subject to the poor environmental conditions and occasional flooding of the MDR garage.
- Lease of the "New Area" effectively increases the Club's storage area by 12' x 26' in front of the pavilion at no additional cost (see drawing).
- The proposed storage shed will provide a pseudo "dressing room" for sailors.
- Cancellation of the MDR storage garage will save the Club approximately \$75/mo (\$95/mo offset by a \$20/mo increase in the moorage fee for the Mariner)
- Collectively, the additional storage area gained in front of the pavilion and the vacant portion (i.e., exclusive of the footprint of the proposed storage shed) of the "New Area" could provide dry storage spaces for four sailboats up to 22 ft. in length, each of which could be leased to a Club member for \$40/mo.
- The storage shed will project a more stable and significant presence for the Club.
- Adequate storage space would be available for the dry storage of the Mariner if the Club chooses to move her to False River.

Cons

- Cost

One time. A 12' x 16' shed is likely to cost at least \$3500 in place although we may be able to purchase a used shed in good condition at a lesser cost.

Continuing. The lease of the "New Area" would represent an annual increase in the Club's expenditures by \$900.

- A major labor effort will be required to clear the MDR garage and move its contents to the storage shed at False River. This would have to be accomplished during the month of September (actually that would be dependent on the date of the installation of the proposed storage shed at False River).
- Additional cost and labor will be required to install storage shelves in the shed.
- No storage available at MDR.

Offsets- Real and Potential

- Given the savings of \$75/mo from cancellation of MDR garage, the \$900/yr “New Area” lease would be paid for exactly.
- Given the potential sale of Bill Herke’s sailboat for \$3000 in the future, the cost of the proposed storage shed could possibly be paid off almost immediately.
- The “New Area” and the additional space in front of the pavilion could potentially store four boats no longer than about 22-ft. each.
- Given the possibility of new club members with boats that they would store at False River, there is the potential for a new monthly income of \$160 or \$1920 annually. However, only three storage spaces would be available if the Mariner is moved to and stored at False River resulting in a reduction of the income potential to \$120/mo or \$1440 annually.
- While not an offset per se, the MDR storage garage has seen comparatively little active utilization.



Progress Report- New Website Development

Our website developer, Chloe Stephan, has made a lot of progress and is nearing completion of our “new, much improved” website. Bob Kennedy and I had an opportunity to view the current version of the website and were much impressed- beautiful but simple and straightforward in design. It will be a significant upgrade in our outreach both to our current members and prospective members. If Chloe continues her current rate of progress, we should be able to launch the new website by late August or early September.



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

Pelican Yacht Club Board Minutes July 25, 2023 – 6 PM Attendance – Drew Boatner, Commodore/Interim Treasurer Andrew Russell, Rear Commodore Roger Seals, Past Commodore Ken Walsh, At Large James Latour, At Large

1. Commodore's Corner I thanked Roger for his dedication and time. He's been working on various projects that we will discuss later in this meeting.
2. Treasurer's Report (as of July 25, 2023) Total Members = 17 PYC Chase Checking Account Balance = \$11,692 LJTYSP Chase Checking Account Balance = \$3,975 Marina Del Ray is continuing to overbill us for the slips & storage. I will visit Raegan at MDR (again). Once we get the billing straight, I will proceed with allocating these marina bills back to club boats and members who reimburse us for their boats. I will do the same for the False River lease when it comes up for renewal.
3. Membership Development a. Website/ Email/ Club Calendar Roger is meeting with Chloe Stephan Thursday. She is building our new website. Neither Roger nor I have been able to access the new website.
4. Club Activities a. Open Houses/ Cookouts – We discussed ideas of scheduling Saturday events at both False River and Madisonville locations. Late October to early November timeframe. (This will be in addition to our club appearance at Wooden Boat Festival October 14-15.) Andrew will start with proposed dates and email the board members for feedback and committal. b. LSU Sailing Club Our LSU contact accepted a new position with another university. We will confab once her replacement is in place. c. Wooden Boat Festival I will submit the vendor application tomorrow once I find our Tax ID (to qualify as a free vendor). I will pitch volunteering to the membership through my Commodore's Corner newsletter piece. d. Possible PYC Activities Roger submitted a list of possible activities (attached). We had discussions but with no definitive plans beyond the Saturday events mentioned earlier.
5. Sailing Classes & Training No update. I am considering classes in November.
6. Fleet Development & Management a. Hurricane/ Snowstorm Preparation (Andrew as monitor) I affirmed my job to haul the Flying Scot from Pontchartrain Yacht Club. We decided to leave the FS there last month. On my next visit to Madisonville/Mandeville, I will confirm

that I can hitch up and pull. Roger offered his house as the interim storage spot. b. Eclipse I got replacement windows. When the weather is cooler, I will try to assemble the two panes with sealant and bolts. c. Bill Herke's boat Bill Herke's two kids (and co-executors of his estate) completed the donation of the boat and trailer. d. Storage Thoughts See Roger's thoughts ([see article above concerning this matter](#)). We will discuss it next month. I will send a membership blast to the members advising them of this initiative. e. BREC Initiative Roger shared a meeting that Bob Kennedy and he had with BREC officials to use the Milford Wampold Memorial Park at LSU Lake as a base for our fleet of boats. On hold until there's significant headway on restoring the Lake. Andrew says there's dredging equipment being assembled there.

7. Next Board Meeting – August 22nd 6:00 PM Zoom

Attachment- Possible Club Activities

Potential Future Club Activities- We Need to Define a Specific Plan

Here are some possibilities...

Open House (need to schedule so advertisements can be placed in Country Roads and 225)

[Wooden Boat Festival \(October 14-15\)- volunteers needed to help man the Club's booth.](#)

Tchefuncte River tour (under power north of the bridge) and cookout (possibly at Riverview Park)

Lake Pontchartrain sail day and cookout

Teekell Sunfish Race Series including cookout.

Wednesday night Sunfish sails

Walsh cruise

Education activity of some type

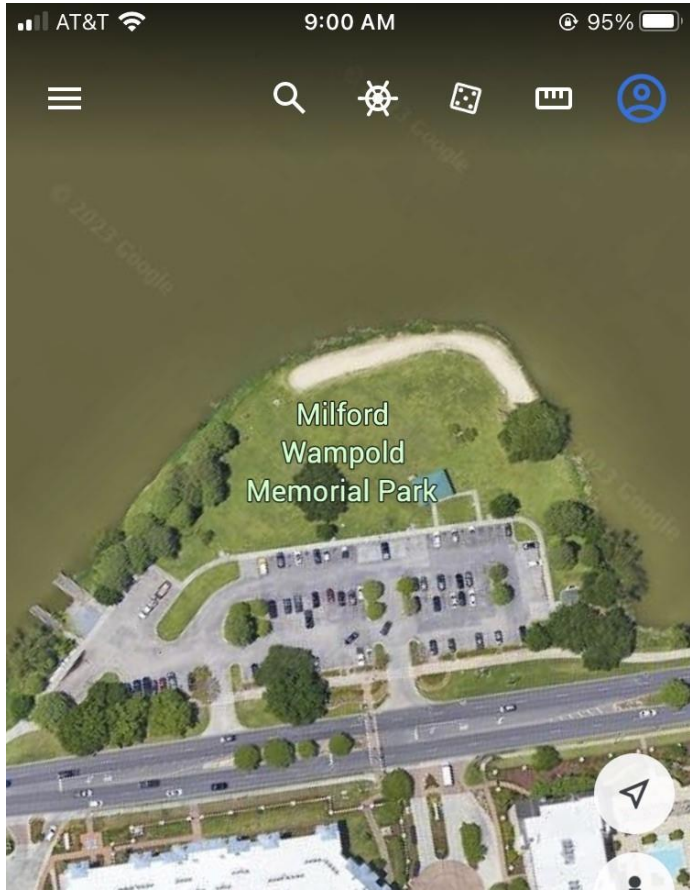
Sailing course(s)

Lake Pontchartrain circumnavigation

Your ideas?

Attachment – Report of Meeting with BREC

Summary of discussions with BREC. Bob Kennedy and I recently met with Sydney Parish and Claire Coco, Extreme Sports administrators, BREC, to principally discuss the prospects of using the facilities (pavilion, restrooms, parking, launch ramps) at Wampold Park on the LSU Lake for youth sailing camps. Whereas they were supportive, they emphasized the uncertainties associated with the initiation of dredging of the lake. While making no commitment, they seemed open to the prospect of construction of a secure area at the Park, at the expense of the Program, for storage of the Opti's. They were also open to the Program clearing at least a portion of the beach area of vegetation to create a launch area for the Opti's.



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Note: This meeting was made possible by Reed Richard, BREC Assistant Superintendent of System Planning, and a former member of the Pelican Yacht Club. Bob and I had met with Reed on two previous occasions to discuss these issues.

Having exhausted issues related to the youth sailing camp, the discussion turned to the possibility of the Youth Sailing Program becoming a formal BREC Partner. As such, the Program would be one of a number of existing BREC Partners and give the Program access to relevant BREC resources. One such resource discussed was the provision of transportation for underserved youth to participate in a sailing camp. The BREC folks cautioned us that becoming a BREC Partner will be a lengthy process involving legal oversight and

approval.

Such a partnership might open up opportunities for the Club as well as the Youth Sailing Program, but I can't be sure. Remember that the Program, while a subsidiary of the Club, is a separate non-profit corporation and will ultimately be formalized as a charitable non-profit corporation, specifically, a 501 (c) (3) corporation. I don't know this for a fact but one of the requirements for a partnership may be the need to be a charitable non-profit corporation.

There is likely a role for LSU within the framework of these possibilities but that issue was not discussed to any extent. At the moment, it's not clear who we should be talking to. Caitlin Walters, our past LSU contact, has left LSU for a position elsewhere. I will be following-up on this matter.

Roger Seals
July 24, 2023





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.



Pelican Yacht Club Website Photos

Thanks to those of you who provided photos for possible inclusion on the Club's website. It's not too late to add your contributions to the photo library. You can email your photos to rkseals71@gmail.com



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 Ship Building in the Basin during the 18th – 20th Centuries

The Works Progress Administration (WPA) Reports of Ship Registrations and Enrollments by the U. S. Customs Office in New Orleans lists over 25 active ship building sites in the Basin during the 66-year period (1804-1870) covered by the Reports. Only nine of the sites were reported to have built 10 boats or more. These nine sites and the number of ships built were: Tchefuncte- Madisonville (28); Bayou St John (15); Bonfouca (28); Tangipahoa (17); West Pearl (11); Bayou Lacombe (18); Algiers (47); New Orleans (47); and Pearl River (10). The latter site may have been in Louisiana or Mississippi depending on which bank the shipyard was located. The specific location of the building site designated as New Orleans has yet to be established. Other minor ship building sites, some outside the Basin, include but are not limited to: Chef Menteur; St Landry Parish; St Tammany Parish; Lafourche Parish; Covington; West Pearl River; Assumption Parish; Ponchatoula River; Bayou Labranche; Amite River; Opelousas; St Mary Parish; Atakapas (Franklin); Tickfaw River; Bayou Fusillier; and St Helena Parish.

The listing of Tchefuncte- Madisonville accounts for the somewhat complicated history of the area which became Madisonville. In 1785, Jean Baptiste Baham was awarded a Spanish land grant of the area and founded Madisonville in 1800. Initially known as Coquille Village, it was renamed Madisonville in 1811 in honor of President James Madison. The current street plan for the town was established in 1814 by Ellis McCarty. There is evidence that Baham and/or one or more of his sons developed and operated a shipyard in what is now referred to as Madisonville as early as the late 18th century and extending into the early 20th century. According to the listing in the WPA Reports, ESPERANCE, the earliest vessel listed was built in the Madisonville area in 1797.

ESPERANCE, Schooner, 44' 6" long, 13' beam and 5' 2" draft. One deck, two masts and square stern. Hailing port- Bayou St John; Owner- Peter Bailey, Jr., trader, New Orleans; Master- Joseph Robasso.

However, it's very likely that vessels were built in the Madisonville area and at other sites in the Basin earlier in the 18th century, but such records have not been located. The ESPERANCE was alternately Registered (permitted to engage in foreign trade) and Enrolled (permitted to engage in domestic trade only) as late as 1826 at which time she was altered in tonnage, beam, and draft. For a wooden vessel, a usable life of almost 30 years would be considered somewhat exceptional.

Vessels continued to be built in Madisonville and the other building sites as late as 1870; that is, the extent to which data are available from the WPA Reports. With respect to Madisonville specifically, another source indicated that sailing vessels continued to be built at that site as late as 1898. The overwhelming majority of vessels built at all sites were one deck, two-masted shallow draft (3'-5') schooners with square sterns and lengths varying from 40' to 70'. Somewhat of an outlier was the ROBERT SPEEDEN, a 74' long schooner built at Madisonville in 1849. It wasn't until 1829 that the description of any schooner built in the Basin indicated the presence of a centerboard. Interestingly, that schooner, built in Bonfouca, carried the same name as that of the first reported schooner built in Madisonville- ESPERANCE. In 1837, the 42' sloop, DOLPHIN, said to have been built simply on Lake Pontchartrain was reported to have centerboard.

Unfortunately, I have only been able to locate a limited number of photos of 19th and 20th Century schooners. The photo on the right shows two two-masted, gaff-rigged schooners docked along the New Basin Canal in the 1930's. As noted in the next paragraph, the first steamboat built in the Basin dates to 1820. It is significant that schooners were still in use over 100 years after the introduction of the steamboat in the Basin. The American artist William Henry Buck (1840-1888) created this painting, labeled "A schooner at sunset on Lake Pontchartrain," in 1882. It depicts a two-masted, gaff-rigged schooner



State Library of Louisiana (<http://www.state.lib.la.us>)

The first steamboat listed as being built in the Basin was the ALEXANDRIA, built in New Orleans in 1820. She was 105' 4' long, 14' 9" in the beam and with a draft of 5' 2". The steamboat was reported to have no masts, one deck, a square stern, and a hurricane house on deck.

In 1905, Fritz Jahncke, an immigrant to New Orleans from Hamburg, Germany in 1870, acquired full ownership of the Baham Shipyard which he and subsequently his sons operated until the late 1960's. Before Jahncke became involved in ship building, he began paving mud sidewalks in New Orleans. Needing construction materials for the sidewalks, he rented a steam-powered suction dredge that he used to collect sand and shells from the Tchefuncte River and

other area rivers. He is credited with significant contributions to modernizing New Orleans with paved streets and sidewalks; developing the New Basin Canal; and helping to build the Port of New Orleans. While no definitive evidence exists, it is likely that Jahncke transported construction materials from the north shore of the Lake to the New Basin Canal on barges constructed at the shipyard and pushed or pulled by steam-powered tugboats.

Following his death in 1911, his three sons assumed management of the shipyard and received a



contract from the US Navy in 1917 to build six wooden cargo steamships, each of which was 300 ft long and weighed about 3,000 tons as completed. A workforce of over 2,000 workers was

required to construct five of the ships somewhat simultaneously, arranged side by side. This massive effort required housing and feeding of workers, the building of sawmills and shops, effective management processes, and transport and auxiliary vessels of all types.

Within less than a year, the SS Bayou Teche was launched in March 1918 followed by the SS Balabac in September of that same year. To launch the ships from the shipways located on the west bank of the Tchefuncte River, an area on the east bank of the River was dredged to provide an area wide enough to launch the ships. Today, that area is occupied by Marina Del Ray. The bar at the mouth of the River posed a barrier to moving the ships from the River to the Lake where they were to proceed through the Rigolets to the Mississippi Sound and beyond. This obstacle was overcome by floating the ships on large pontoons for crossing the shallows at the mouth of the River.

Two additional ships were launched in 1919, the SS Abbeville and the SS Pontchartrain. President Herbert Hoover attended the dedication of the latter ship. The remaining ship under construction at that time was never finished. It was reported that the hull of that ship was moved to a location on the east bank of the River, south of the present location of Marina Del Ray, and burned. At low water, the burned-out hull of that ship may still be visible. Jahncke Services continued to operate as a shipyard and supplier of concrete and construction materials into the 1960's at which time it was sold. By 1970, the new owners had shuttered the shipyard for good. The only remaining remnants of the Jahncke Shipyard in Madisonville are several concrete foundations in the green space between Main and Pine Streets near Bordeaux Street.

The impact of both Jahncke and his enterprises on the growth and development of both Madisonville and New Orleans is difficult to judge in measurable terms. However, to say that it was immense is not unreasonable. I was particularly impressed by the Company's motto:

We shall build good ships here
At a profit if we can
At a loss if we must
But always good ships

See scenes of early Madisonville and the Shipyard at <https://vimeo.com/29775734>
The data provided in the Ship Registers and Enrollments of New Orleans, Louisiana, WPA Reports generally list the shipwright and the vessel's master. However, I have yet to locate a significant body of information concerning the sources, training, and experience of these individuals. In the case of the shipwrights, what was the basis of the design of the vessels. Did they use half-models? If so, what was the source of the model? Did they prepare and use a detailed set of plans? There is also the issue of shipyard workers- their source, skills, and training.

The WPA Reports listed almost 50 vessels built in New Orleans during the period 1804-1870 but the exact site was not identified. One would generally conclude that this building site was located on the west bank of the Mississippi River because the east bank at New Orleans was dedicated to docking, freight, and passenger operations. Certainly, the 20th Century saw the development of significant shipyards and ship building on the west bank of the Mississippi River in the Algiers area. A brief overview of the two most important shipyards in that area follows, both of which were established in the 20th Century:

Avondale Shipyards (Avondale Marine Ways) was founded in 1938 primarily as a repair and barge construction site for craft working the Mississippi River. However, during World War II, they were awarded contracts to build tugboats, destroyers, and destroyer escorts. After the war, they built drilling barges, offshore rigs, and other commercial vessels. They again produced military vessels during the Korean and Vietnam Wars. In 1998, the shipyard received a major Navy contract to construct two ships- a landing platform dock ship and an amphibious assault ship. In 2013, Northrup Grumman, the then owner of the shipyard, moved its Gulf Coast ship building operations to its yard in Pascagoula, MS.

Todd Shipyards was established on the West Bank of the Mississippi River in the 1920's. They initially engaged in the construction of military vessels. During World War II, the yard again built and repaired military vessels including submarines. The yard continued to operate into the 1980's at which time the demand for commercial vessels waned and the yard fell on hard times. After a strike of its workers in June 1985, the yard closed and filed for bankruptcy in early 1986.

Unlike the two previously discussed shipyards, the Bollinger Shipyards was founded in 1946 along the banks of Bayou Lafourche and began constructing barges, work boats and fishing boats. In 1978, the company established a second yard near Larose, LA. About that time, the

company secured a contract with the Panama Canal Company to build three tugboats. In 1984, the company was contracted by the U. S. Government to provide thirteen 110-ft Island Class cutters to the U. S. Coast Guard. By the early 1990's, a total of 49 cutters had been delivered to the U. S. Coast Guard. To date, a total of over 170 cutters have been delivered. In 1991, the U.S. Navy awarded the company a contract to build 13 fast, shallow-water patrol boats. Within the past year, Bollinger acquired Gulf Island Fabrication Shipyard's Houma facilities. This acquisition included existing contracts to build Towing, Salvage and Rescue (T-ATS) ships for the U.S. Navy and Regional Class Research Vessels for the National Science Foundation and Oregon State University. While well outside the boundaries of the Lake Pontchartrain Basin, the shipyard has and continues to play an important role in the maritime history of what might be termed the "basin region."

Somewhat further afield is the Ingalls Shipbuilding Corporation founded in 1938 on the east bank of the Pascagoula River in Mississippi. Initially focused on building commercial vessels, in the 1950's the company began bidding on work for the U.S. Navy and won a contract in 1957 to build 12 nuclear-powered attack submarines. The company was acquired by Litton Industries in 1961 who expanded the shipyard to the other side of the river in 1968. In 2001, the Northrup Grumman Corporation acquired Litton Industries. In the 2000's and to the present day, the company has continued to be a major ship building contractor for the U. S. Navy.

Sources

Ship Registers and Enrollments of New Orleans, Louisiana, Survey of Federal Archives in Louisiana, Division of Community Service Programs, Work Projects 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.)

Madisonville Bicentennial 1811-2011, Pickets 'n Posts Home Tour Brochure

Meagan Hill, <https://jahncke.com/Shipyard/default.htm>

[Content for the descriptions of the 20th Century shipyards were drawn from the online Wikipedia Encyclopedia](#)