



The Pelican Flyer

Online Newsletter of the Pelican Yacht Club

Issue Thirty-nine

August 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. The concept is to attract potential members from the Northshore and Baton Rouge areas. I am asking that you serve a 4-hour block to man our booth ~ 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 allowed at the festival, even if leashed. Email me at adboatner@gmail.com.

New Roads is having a Harvest Festival in the first weekend of November. Because of the wonderful feedback they got about our open house in April, the organizers asked us to participate in this one. We have asked if we can use the pavilion and bring our boats there. I will let the Board know once I hear back.

Drew Boatner



Summary of Board Action to Modify Provisions for Storage of Equipment and Boats

The Board considered and approved the previously distributed proposal to implement a plan to develop alternative and additional storage facilities. When fully implemented, the plan will provide additional space for dry storage of sailboats and a storage shed for sailboat gear at the Jarreau pavilion site. The acquisition of a shed will allow the Club to consolidate its holdings at one site that will provide a safe and environmentally acceptable environment. The savings from cancelling the storage garage at MDR will largely pay for leasing additional land area at the Jarreau pavilion site. However, the Club will need to invest resources to acquire a storage shed and equip it with a system of shelves. Efforts will be made to locate an acceptable used storage shed. Schedule-wise, it is hoped that all the necessary steps of the approved plan can be completed by the end of October. Club members will need to be called on to assist in the transfer of holdings from the MRD storage garage to the planned storage shed at False River.



Update- New Website Development

It appears that we are on schedule for launching the new Club website in early September. Only a couple of sections need to be completed before the launch. Once launched, members will be invited to review the website and suggest modifications and/or additions. The website URL is.... www.pycl.org



Tentative Plans for a Sunfish Regatta including Teekell Sunfish Race Series Event- A Race within a Race

Efforts are underway to organize and conduct a Sunfish Regatta in collaboration with the Lake Charles Yacht Club. This event would pit Sunfish sailors from the Lake Charles Yacht Club and the Pelican Yacht Club against one another. The Club whose sailors

have the lowest total of finish places would be awarded the regatta trophy. As part of the Regatta, the Teekell Sunfish Race Series will be conducted. This Series is a competition between Pelican Yacht Club members. Thus, parallel scoring of both the Regatta and the Series competitions will be conducted. Trophies will be awarded to the first 2-3 Club finishers competing in the Series.

A date of October 7th has been set for the regatta. Given that the Club has four Sunfish, up to four members are invited to volunteer to participate in the Regatta/Series. An additional Club member is expected to compete using her own boat. That Club member has been authorized to invite Sunfish sailors in her area to participate as well. The number of Club members competing in the regatta portion of the race will be dependent on the number of Lake Charles members competing, but every Club racer will sail in every race.

Plans are to conduct the one-day Regatta/Series using the New Roads waterfront pavilion and floating pier system as "race headquarters". Non-racing volunteers will be needed to help with various logistical tasks required to conduct the Regatta/Series. Either September 15th or September 23rd can be used to conduct a "dress rehearsal" for the Regatta/Series.



Tentative Club Event Calendar

Presented below is the tentative Club Event Calendar for the remainder of the year. While there is the intention to adhere to the calendar, inevitably revisions may be required. My advice- go ahead and list these events on your calendar but remain vigilant for changes.

Planning and Event Calendar

September 16- Sunfish Regatta/Teekell Sunfish Race Series Rehearsal/New Roads Waterfront Pavilion

October 7- Sunfish Regatta/Teekell Sunfish Race Series/New Roads Waterfront Pavilion

October 14/15- Wooden Boat Festival/Madisonville

October 29- Open House/ New Roads Waterfront Pavilion (Note: Consideration is being given to hold this event on November 4th to coincide with the New Roads Harvest Festival.)

November 11/18- Possible Lake Pontchartrain Cruises/ MDR

December 17- Annual Meeting and Christmas Party/ Seals Residence

Note: Event dates may need to be revised. Be alert for notifications.



Volunteers Needed- Wooden Boat Festival

Volunteers are needed to “man” the Club’s booth at the Wooden Boat Festival, October 13-15. Normally, members are asked to commit to a 4-hour shift on one of the days of the Festival. The first and last shifts also entail dealing with either setting up or dismantling the Club’s booth. You are asked to consider volunteering for one of the following shifts:

October 14 10 am- 2 pm (includes setting up booth)
 2 pm- 6 pm

October 15 10 am- 2 pm
 2 pm- 6 pm (includes dismantling booth)



Pelican Yacht Club Board Meeting Minutes Tuesday, August 22,
2023

Pelican Yacht Club Board Meeting Minutes

Tuesday, August 22, 2023 Time: 6:02
p.m.

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

1. Commodore's Corner 2. Treasurer's Report (as of August 22, 2023)

Total Members = 17

PYC Chase Checking Account Balance = \$10,095

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 invoices (again)

→Drew fixed the extra slip issue with MDR →Filing tax return on

August 23rd.

3. Membership Development

a. Website/ Email/ Club Calendar (Roger)

1. Close to launching

a. Only needing Ken and James Shaw's biography

b. Need to agree on an event calendar:

i. September 30th-possible Sunfish Regatta

1. Trying to determine a day for rehearsal (Sept 17?)

2. Would include the Lake Charles Yacht Club

3. Amanda suggests inviting non-members to help promote the club.

4. New Roads Pavilion is available on Sept 30th ii. October 14-15th 1.

Wooden boat festival

a. Need volunteers-Drew to send out an email to get volunteers.

b. Andrew will volunteer the first day (Oct 14) to help set up

iv. October 28th-Open house

1. New Roads Pavilion is available on this day.

2. The New Roads Harvest Festival is the following week, so might move it on that day for more traffic (is the Pavilion available?)

v. November 11th and 18th-Possible Lake Pontchartrain cruises

vi. December 17th-possible Christmas party

b. Several club membership applications have been sent out

4. Club Activities

- a. Open Houses/ Cookouts –
 - 1. See event calendar above.
- b. Corinthian Sailing Activities (Pontchartrain Yacht Club) – ongoing
- c. New Orleans Sail (Roger) – November 4th or the 18th
- d. LSU Sailing Club (Roger)-No update
- e. Wednesday Night False River Sails (Andrew)
 - 1. Has been tough, as haven't done this in 6 weeks (too hot!)
 - 2. Will send a group email to try and get more people
 - 3. Wednesday nights are tough because of church events. Thursdays are tough because of some high school football games. The possibility to try on Saturdays.
 - 4. Need 3 people minimum.
- f. Wooden Boat Festival (Drew)-see above under event calendar.
- g. Possible PYC Activities (Roger)-see above under event calendar.

5. Sailing Classes & Training

- a. Classes on hold
- b. LJT Youth Sailing Program - Work in progress.

6. Fleet Development & Management

- a. Hurricane/ Snowstorm Preparation (Andrew as monitor)
- b. Mariner
 - 1. Reminder about contacting Drew for use
- c. Eclipse – in progress
- d. Bill Herke's boat – available for sale
 - 1. Hoping to sell to offset the cost of the storage shed at False River.

e. Storage Thoughts (Roger)

- 1. Cancel the MDR storage garage effective August 31, 2023. (Note: We will need to inform MDR of our plan to cancel before the end of this month.)
 - a. Lease additional storage space ("New Area") at the False River pavilion site at

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.



What does it take to be a "seaman"?

A passage taken from the non-fiction novel, The Wager by David Grann, may provide the answer. According to a British sea captain, "It is a mistaken notion that any blockhead will make a seaman." "I don't know one situation in life that requires so accomplished an education as the sea officer...He should be a man of letters and languages, a mathematician, and an accomplished gentleman." Sorry ladies but this was many years before



the emancipation of women. However, on a positive note, Admiral Lisa Franchetti was just appointed by President Biden to be the first woman to lead the US Navy and be a member of the Joint Chiefs of Staff. It only took about 300 years!



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.

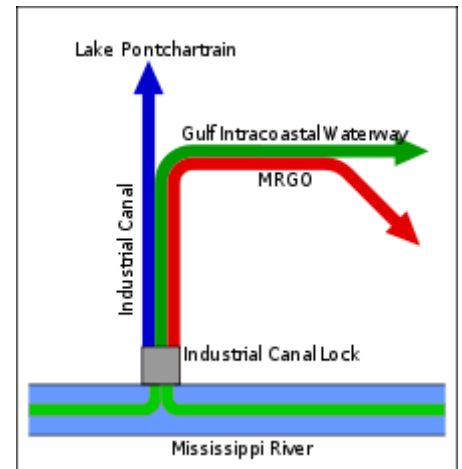


Lake Pontchartrain Basin Maritime History Briefs

The Industrial Canal- Design, Construction and Connections

Responding to the need for access from Lake Pontchartrain to the Mississippi River, the Port of New Orleans completed a 5-year project in 1923 to construct the Inner Harbor Navigation Canal and Lock, commonly referred to as the Industrial Canal. Subsequently, the Gulf Intracoastal Waterway (GIWW) was constructed from The Rigolets and connected to the Industrial Canal in the 1940's. This system allowed traffic from the

Mississippi River to Lake Pontchartrain and the Mississippi Sound and points east. Simplified, the Canal and its connections can be represented by the diagram to the right. Discussed below, MRGO is the Mississippi River Gulf Outlet channel connected to the GIWW in 1965 but closed in 2009.



The Industrial Canal project was initiated in July 1914 when the Louisiana State Government authorized the Port of New Orleans to build a “deep-water shipping canal between Lake Pontchartrain and the Mississippi River”. Earlier proposals to link the Lake to the River during Spanish colonial rule period (1763-1803) were abandoned due the difficulties of dealing with the varying levels of the River. Factors that motivated construction of the Canal included but were not necessarily limited to the recent completion of the Panama Canal and the corresponding expectation of increased shipping and competing with railroads. The Port awarded a contract to the consulting firm of Ford, Bacon and Davis Engineers to conduct a planning study to recommend the route and features of the Canal including the lock required at the juncture of the Canal with the Mississippi River. Five locations for the Canal were proposed for consideration, several of which incorporated either the Carondelet Canal or the New Basin Canal. The route options were originally evaluated for barge traffic which would require a lock at the Mississippi River with a draft of 10’. The report noted that two of the route options, Press Street and Jackson Barracks, could be constructed to accommodate ship drafts of 15’ or above. Ultimately, a lock system with a draft of 30’ was selected. This required construction of a lock with a depth of 50’ to accommodate vessels with a draft up to 30’ and up to 20’ differences in Lake and River levels.



As completed, the Canal passes through the Ninth Ward of New Orleans- the upper Ninth Ward in the vicinity of the Lake and the lower Ninth Ward in the vicinity of the River. In the latter area, property originally occupied by the Ursuline Convent comprising 700' of river frontage was purchased for construction of the lock. In its final configuration, the Canal was 5.3 mi in length; 300' wide at its surface and 150' wide at its bottom; and 30' deep. The lock system (photo above) had 5 gates, a

width of 74' and a depth of 50'. Subsequently, an agreement was reached with the US Corps of Engineers to manage and maintain that portion of the Canal extending from the juncture of the Canal and the GIWW to the Mississippi River including the lock. The Corps undertook a major lock repair project in 1998 during which the lock was closed for two months forcing normal Canal traffic to detour to an outlet near the mouth of the Mississippi River.

As early as 1956, replacement of the Canal Lock with a larger lock was authorized but it was not until 1998 that Congress allocated funds for replacement. Pressure for replacement of the existing lock with a larger lock was generated by shipping interests concerned about the long delays experienced by barge tows navigating the lock. The allocation of funds in 1998 initiated site acquisition and preparation efforts but also the outcry of the effected communities to the project. Expressed concerns about the replacement project included but were not necessarily limited to environmental problems, economic disruption, and economic justification. The design of the new lock provided a considerably larger chamber than the existing lock. Comparatively, the new lock was designed to be 110' wide compared to 75'; 31.5' deep compared to 30'; and 1200 ft long compared to only 640'. The lock was to be fabricated nearby and floated into place just north of the existing lock. On 10/21/2022, I received the following response from the US Army Corps of Engineers concerning my inquiry regarding the status of the new lock project:

" We have recently resumed our study on the IHNC Lock Replacement Project. We are currently working on the Community Impact Mitigation Plan, Sect. 106 Historic Preservation documentation, Traffic Impact Mitigation Plan and feasibility level of design of the lock and bridge. At this time, I don't have an updated schedule for completion of the study but expect one soon. As a note, no construction on the lock can begin until the study is fully complete, all necessary approvals secured and construction-specific funds are allocated."

In 1965, the 76-mi Mississippi River Gulf Outlet (MRGO) channel was completed by the US Corps of Engineers, linking the Gulf to the GIWW and the docks along and in the vicinity of the inner harbor of the Industrial Canal. The expectation was that such a link would effectively relocate the Port of New Orleans from the wharves along the Mississippi River to the facilities along the GIWW and the Industrial Canal. For a variety of reasons, principally insufficient funding, this Port relocation never materialized. The channel received criticism for its potential negative environmental impacts—saltwater intrusion, wetlands erosion, and amplified storm surge. The latter concern was realized due to the contributions of the channel to the flooding accompanying Hurricane Katrina in 2005. This significant negative impact resulted in the construction of a storm surge barrier and permanent closure of the Outlet to maritime shipping in April 2009. The photo shows the surge barrier under construction. The GIWW is in the foreground, the MRGO in the background.



The latter concern was realized due to the contributions of the channel to the flooding accompanying Hurricane Katrina in 2005. This significant negative impact resulted in the construction of a storm surge barrier and permanent closure of the Outlet to maritime shipping in April 2009. The photo shows the surge barrier under construction. The GIWW is in the foreground, the MRGO in the background.



Sources

Wikipedia Encyclopedia Articles- Gulf Intracoastal Waterway, Industrial Canal, Mississippi River Gulf Outlet

Personal Communication from Ricky Boyett, Chief, Public Affairs, USACE, New Orleans, October 21, 2022.