



The Pelican Flyer

Online Newsletter of the Pelican Yacht Club

Issue Forty-one

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63rd ANNIVERSARY



Commodore's Corner

Hello, everyone! We have several PYC events coming up where we need volunteers for. The New Road Convention folks asked us to offer sails on the New Roads waterfront as part of two upcoming festivals – Boo & Brew (Halloween trick or treating on main street - new one) and their popular Harvest Festival.

Date	Event	Time	Location	Comments
Sun, Oct.29	Boo & Brew Festival	3 – 6 PM	New Roads Waterfront	Open House with sailing
Sat, Nov.4	Harvest Festival	10 – 5 PM	New Roads Waterfront	Open House with sailing – this is a big event with music, food, and crafts. One day only.
Sat, Nov. 18	Day Sail	To be determined	MDR	Lake cruising aboard the Mariner 19 and Fleaux
Sun, Dec. 17	Annual Meeting	3-6 PM	Seals Residence	Conversation, food, drink and activities for kids.

Contact me at Adboatner@gmail.com for questions, interests, commitments. Partial time commitments are fine. I can be reached by phone – 225-726-4553 but I suggest you text me first with a heads up. I do not monitor nor answer cell phone calls (too many car warranty calls). Please consider helping the Club out with these appearances!

Drew Boatner



Storage Shed Transition from MDR to False River

During the past week, Gary Snellgrove moved much of the remaining Club stores at the MDR storage garage to the newly acquired storage shed at the Club storage pavilion in Jarreau. Combined with the stores I relocated on the Saturday of the Wooden Boat Festival, little remains at MDR. I expect to



collect the remaining stores including the dismantled shelving system for transport to False River sometime this week. Subsequently, the shelving system will be installed in the False River shed and the effort to organize the stores initiated.



Update- New Website Development

The launch of the new Club website, initially scheduled for early October, was delayed because our “webmaster” had to devote her efforts to preparations for the Wooden Boat Festival. Having completed those tasks, she will make the remaining additions and revisions to the current version of the website. It is expected that the final version of the website will be ready for “prime time” no later than early November. The website URL is....

www.pycl.org



Results- SoLou Sunfish Regatta and Teekell Sunfish Race Series New Roads Lakefront Pavilion

The October 7th inaugural staging of the SoLou Sunfish Regatta that pitted three competitors from the Lake Charles Yacht Club- Robert Goodson, Ricky Richardson, and David Sargent against three competitors from the Pelican Yacht Club- Andrew Russell, James Latour, and Ray Pingree (a former member who has applied to rejoin the Club) was judged an unqualified success. The Regatta encompassed three back-to-back races that followed a lunch provided by the Club to all competitors and “race officials.” The Lake Charles team was awarded a plaque that will reside at their Club until such time as our Club can defeat them on the water. In the head-to-head competition among all the sailors, Ray Pingree and Robert Goodson tied for top honors. Despite the victory of the Lake Charles team, the Pelican Yacht Club sailors acquitted themselves well. Lake Charles is expected to host our Club for the SoLou Sunfish Regatta next year.

The finishes of the Pelican Yacht Club sailors including a guest sailor- Valerie Kendrick were scored in conjunction with the Teekell Sunfish Race Series. In that series, Ray Pingree, Valerie Kendrick, and James Latour were awarded first, second and third place trophies, respectively.

Grateful appreciation is expressed to Bob Kennedy, Gary Snellgrove, John Simpson, and Marc Zebouni for serving as hosts and “race officials” and to my wife for making the sandwiches served for lunch. Special appreciation is expressed to John Simpson who provided his boat to set the marks and serve as the race committee boat. Appreciation is also expressed to Stuart Thibodeaux, Race Chairman of the Lake Charles Yacht Club, for helping coordinate the Regatta.





Club Event Calendar

Presented below is the 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



October 29- New Roads Boo and Brew, 3-6 pm:
The Club will provide brief sailboat rides.

November 4- Club Open House in conjunction
with the New Roads Harvest Festival (Purpose: to
promote the Club and attract new members- sail-
boat rides to be provided)

November 18- Lake Pontchartrain Cruises/ MDR (Details to follow)

December 17- Annual Meeting and Christmas Party/ Seals Residence (Note: Your
kid(s) are invited! Plans are underway for activities that will interest your kid(s).)

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



New Member- Pingree Family

Our Club is pleased to welcome a new family to its membership- Ray and Kim Pingree and daughters Hanna (7), Haley (5), and Hazel (2). Ray has extensive sailing experience and demonstrated his expertise at the recent SoLou Sunfish Regatta and Teekell Sunfish Race Series by finishing tied for first. Besides racing, Ray is interested in teaching his daughters how to sail.



Sunfish Sailing



Andrew Russell continues to manage the Club's Sunfish sailing program. To date, the program has focused on Wednesday afternoon/evening sailing out of Bueche's Bar & Grill that is located a couple of miles west of the Club's storage pavilion at Jarreau. Recently, Andrew reached out to Club members via Facebook with a proposal to start Sunfish sailing on Saturdays. If you are interested in this possibility, it is suggested that you either

comment on the Club's FB page or contact Andrew directly (Andrew4help@yahoo.com). The next False River drawdown is scheduled to be initiated after Labor Day 2024, so False River Sunfish sailing will not be possible in Fall 2024.



Wooden Boat Festival Outreach Report

Time will tell but a significant number of seemingly interested individuals visited the Club's



booth at the Wooden Boat Festival, October 14-15. Interests varied- sailing lessons, the Youth Sailing Program, sailboat at MDR, Sunfish sailing at False River. One issue became apparent- the Club needs to hold an open house-type event at MDR.

Helping host the booth including staging and dismantling were Drew Boatner, Andrew Russell, Bob Kennedy, Jim Ingram (a former but hopefully returning member), and myself.



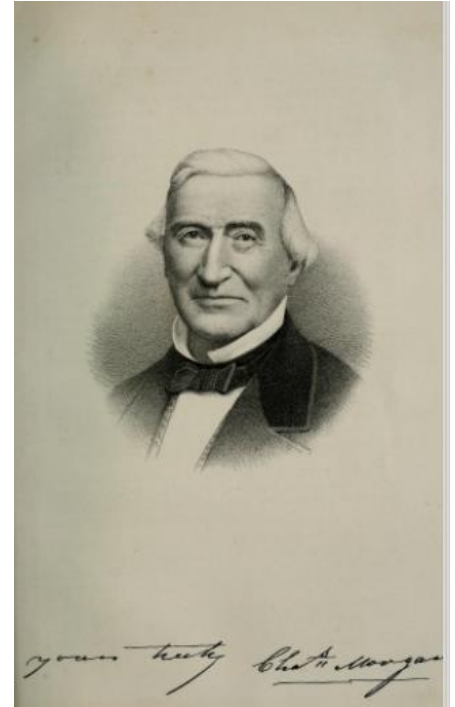
Lake Pontchartrain Basin Maritime History Briefs

Charles Morgan- The “father of integrated shipping.”

Part A- Early Activities and Accomplishments, 1819- c1850

An article appearing in the New Orleans Times in 1866 identified Charles Morgan (1795-1878) as a “well known wealthy ship owner of this city”, meaning New Orleans. This article was the basis of a previous brief related to two ship models of steam-powered vessels commissioned by Charles Morgan- the *Mary* for his wife Mary Jane and the *Charles Morgan* for his agent

Captain James Lawless, the Master of the *Charles Morgan*. Not addressed in that brief were any details about Charles Morgan’s life and his contributions to ships and shipping nationally and more particularly to the Lake Pontchartrain Basin and the northern Gulf Coast. His accomplishments and contributions are vast. Thus, this brief should not be considered to fully address the extent of his activities, contributions, and accomplishments. One source opined that “Morgan’s life focus was on transportation and that of being a common carrier.” As noted above, Morgan is considered by at least one source as the “father of integrated shipping” with a standing equivalent to Sea-Land founder Malcolm McLean, the “father of container shipping.”



A native of Killingworth (now Clinton), Connecticut, he moved to New York City at the age of fourteen. At a very early age, he began a ship chandlery and import business. His career in shipping started at the early age of 24 when he acquired a 25% share of the sailing packet ship *Franklin*. He was subsequently involved in the management of a total of 35 sailing vessels, all within the framework of partnerships, that regularly traded between New York, Charleston, New Orleans, Havana, and West Indian ports. Very early in his career, Morgan recognized the shipping advantages of steam-powered vessels compared to sailing vessels and, as a part of a partnership, purchased his first side paddwheel steamship- the 190-ton *David Brown* in 1833. Morgan is reported to have sold his last sailing vessel in 1846.



In June of 1834, Morgan formed a partnership with James P. Allaire and John Haggerty to establish the New York and Charleston Steam Packet Company. The Company acquired the steamship *Columbia* in March 1835, considered to be the first in the Charles Morgan Line. The *Columbia* is judged to be the first coastal steam packet in the United States and was one of several steamers which was contracted to carry the United States Mail between New York and Charleston.

The side paddwheel steamer *Columbia* was equipped with two sets of sails which allowed her

the latitude of proceeding under either sail or engine power or possibly both. Also active on that route was the steamship *New York*.

In October 1837, the Company suffered a devastating loss of its newest steamship, the *Home*. Enroute to Charleston from New York City with 90 passengers and 40 crew onboard, the *Home* struck a sandbar off the New Jersey coast. Thinking that no significant damage had occurred, the *Home* continued towards Charleston. Unfortunately, the steamship encountered what has been termed the 1837 Racer's Storm. In reality, the Racer's Storm was actually a tropical cyclone, judged by meteorology historian John Ludlum to be one of "the most famous and destructive hurricanes of the century." As she was rounding Cape Hatteras, North Carolina, the *Home* began taking on water, lost power and deployed her sails to intentionally ground the ship in an effort to ride out the storm. However, before rescue operations could be organized the following day, the *Home* was destroyed in the surf and 90 lives- 70 passengers and 20 crew were lost. It was subsequently determined that the *Home* carried only three lifeboats, two of which were destroyed before they could be used. The remaining lifeboat capsized, drowning between 10 and 15 passengers. Reports indicated that the *Home* carried only



two life preservers. This disaster as well as other increasingly frequent steamship passenger tragedies lead Congress to pass new safety legislation for these vessels in 1838. Among other provisions, the Steamboat Act of 1838 established the US Coast Guard Marine Inspection Program. However, it was not until the Steamboat Act of 1852 that steamships were required to carry life preservers for all passengers and crew members.




Closer to home, the Racer's Storm produced a water level rise of 8 ft on Lake Pontchartrain



submerging low lying areas of New Orleans and the north shore of the Lake. Many vessels-steam and sail on the Lake were wrecked and numerous buildings/residences along the lakeshore were demolished. Notably, the original Bayou St. John Light- the first lighthouse built outside the Thirteen Colonies was destroyed. Various sections of the Pontchartrain Railroad between Milneburg on the Lakefront and the Faubourg Marginy neighborhood on the Mississippi River were either washed out or flooded.

This disastrous loss (the steamships in the Morgan Line were self-insured) prompted a reorganization of the company that left Morgan principally in charge of operations- an action generally considered to be the start of the Charles Morgan Line. In the same year, the *Columbia* was placed in service for the packet run between New Orleans and Galveston, the first regularly scheduled service between the two cities. In addition to passengers, the *Columbia* carried freight, mostly but not exclusively from New Orleans to Galveston. Morgan ordered the *New York* to replace the *Columbia* early in 1839. Early in 1840, the *New York* was the only ship of the Line between New Orleans and Galveston. Unfortunately, the

FOR NEW ORLEANS.




In Forty Hours.

THE splendid low pressure Steam Packet **COLUMBIA**, Capt. J. T. WRIGHT, will leave Galveston Bay the 8th and 22d of each month for New Orleans, and New Orleans the 1st and 15th of each month for Texas.

Passengers for New Orleans can depend upon a safe and expeditious conveyance, and upon the boats leaving punctually as advertised. And her accommodations are superior to any boat in the south, and as a sea boat she is unsurpassed.

For passage or information apply to
R. MILLS & Co., Brazoria.
JOHN SHARP, Velasco.
McKINNEY & WILLIAMS, Quintana.
W. D. & R. M. LEE, Houston.
FORBES, BROOKS & Co., Columbia—or on board of the boat.
 Houston, Jan. 13, 1838. '9-6m

**NEW ORLEANS AND GALVESTON STEAM
 PACKET NEW YORK.**



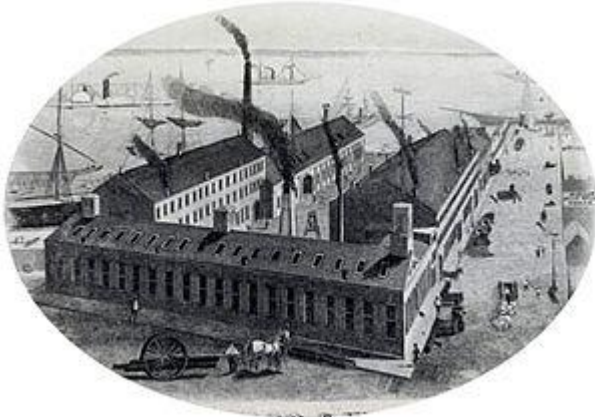
THE Steam Ship **New York**, Capt. J. WRIGHT, will leave Galveston the 1st and 15th of each month, and New Orleans on the 7th and 22d of each month; throughout the season. This boat while at the North had a powerful boiler put in, and is considered one of the most comfortable and substantial Sea Boats ever built in the United States. She offers inducements to the public not surpassed by any other Boat in the Texas trade. This boat is but one night at sea, and has state rooms for 30 cabin passengers. For freight or passage apply on board, or to

McKINNEY, WILLIAMS & CO.,
 Agents, Galveston.
GEORGE ALLEN & CO.,
 Agents, Houston.

Or to
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New York sailed into a hurricane out of Galveston in September 1846. An effort was made to ride out the storm under anchor, but the winds pushed the ship out to sea where it sank. Of the 53 individuals onboard, 17 drowned but 36 were saved by the steamship *Galveston* after clinging to flotsam for hours. In 1990, an amateur diver discovered the wreck of the *New York* in the Gulf of Mexico about 50 miles offshore from the coast of Louisiana. Subsequently, the wreck was thoroughly surveyed and documented by the US

Minerals Management Service.



Along with two partners, in 1838 Morgan founded the T. F. Secor Co. of New York, a manufacturer of marine steam engines. He acquired the company as the sole owner in 1850 and renamed it the Morgan Iron Works. During the period, 1838-1867, the company manufactured at least 144 marine engines including 23 for U.S. Navy vessels during the Civil War. The company was sold to shipbuilder John Roach in 1867 and continued to operate until 1907.

During the 1830's, Morgan held shares of shipping companies carrying goods and passengers from New York to Kingston, Jamaica, and Charleston, South Carolina as well as between New Orleans and Galveston, Texas. The New Orleans- Galveston packets became so successful that Morgan directed more attention to that trade and slowly diminished the Atlantic trade in the late 1830's. In 1837, Morgan initiated the first regularly scheduled steamship line between New Orleans and Galveston. This was the year after Texian forces had fought and won the Texas Revolution, but Texas was not to become a state until 1845. In advance of Texas independence, hostilities between Mexican and Texan separatists posed significant hazards to passengers and difficulties in commerce to the Morgan packets. This period was also characterized by a transition from sailing vessels to steamships. In 1838, Morgan and his partners, owners of the *Columbia*, and the owners of the *Cuba*, formed a

cartel known as the New Orleans and Texas Line. This Line dominated freight and passenger transportation between the two cities after late 1838.

During the Mexican War (1846-1848), two steamships in the Morgan Line (*New York* and *Galveston*) were used to move U.S. troops. While lucrative, this effort negatively impacted the packet service that included transporting mail, passengers, and goods to the Republic of Texas. Meeting these various needs was further compromised by the loss of the *New York* in 1846. Morgan's response to these circumstances was to acquire five new steamships in 1847- the *New Orleans*, the *Palmetto*, the *Yacht*, the *Portland*, and the *Globe*. With the exception of the *New Orleans*, all the steamships purchased were already in service. The steamship *Yacht* was a much smaller vessel- 249 tons which allowed her to better navigate the sandbars along the Texas coast.

In 1848, the gold discovered in California motivated individuals in the northeast to travel by sea to Panama or Nicaragua, overland to the Pacific Ocean and thence by ship to San Francisco. It was principally the ships of Morgan and his partners that were the primary carriers of fortune seekers from the northeast to either Panama or Nicaragua. In response to the demand during the 1849-50 period, Morgan and his partner, John T. Howard, acquired the screw-steamer *Sarah Sands* and four other ships, three of which operated on the Pacific Ocean side from Panama to San Francisco.

At least one and possibly two additional briefs about Charles Morgan and his accomplishments to come...

Sources

[https://en.wikipedia.org/wiki/Charles_Morgan_\(businessman\)](https://en.wikipedia.org/wiki/Charles_Morgan_(businessman))

Charles Morgan and the Developments of Southern Transportation, James P. Baughman, Vanderbilt University Press, 1968.