



OFFICE 949-7571  
RES. 866-1019

**PONTCHARTRAIN MATERIALS CORPORATION**

GEORGE DOUGLASS, JR.  
PRESIDENT

P. O. BOX 8005  
SLIP 4 — FRANCE ROAD  
NEW ORLEANS, LA. 70182

A0003527

LMNED-MP

In advance of a hurricane, and throughout the storm, the lock gates will be closed. Locking operations will continue until safe lockages can no longer be accomplished. During such periods the flood control structure adjacent to the lock will provide flood relief to industrial concerns in the canal.

The currently planned dimensions for The Rigolets Lock are 800-foot usable chamber length, 110-foot chamber width, and a sill depth of -13.2 feet m.l.g. Like the Seabrook Lock, this structure will remain open during all normal conditions allowing free navigational transit, until the current velocities through the lock chamber become prohibitive for safe passage. Only then would vessels have to be locked through. Study reveals that locking would be required only for about 5 hours per day for 15 days of each month. During hurricane periods, the lock gates will be closed; however, lockages will be permitted on emergency bases until such operations can no longer be safely accomplished.

The dimensions planned for the Chef Menteur navigation structure are 84-foot width and a sill depth of -16.0 feet m.l.g. This structure will provide continuous uninterrupted access to the lake at Chef Menteur Pass during non-hurricane conditions. It will remain open at all times except when a serious storm or hurricane threatens from the Gulf. Under hurricane conditions, the structure would be closed coincident with the closure of the other barrier structures. Navigation would then be diverted through either the Seabrook Lock or the Rigolets Lock.

We have recently been enjoined from constructing the Rigolets and Chef Menteur complexes until a revised Environmental Impact Statement (EIS) is prepared. Integral to that process is a thorough evaluation of alternative plans for accomplishing the project purposes. As an individual (a firm) directly concerned with the navigation of Lake Pontchartrain and its connecting water courses we would appreciate your views relative to the navigation features of this project, as described above. We would find especially useful, in our evaluation, specific data, either quantitative or qualitative, which support your views.

We look forward to hearing from you at your earliest convenience, but would appreciate your response by 30 October 1978. If you have any questions, please contact Mr. Joe Dicharry (504-865-1121, extension 239) or Mr. Bob Guizerix (extension 445) of my staff.

Sincerely yours,

THOMAS A. SANDS  
Colonel, CE  
District Engineer

4 Incl  
As stated

EEB  
BARTON  
LMNED-MP

MAZ  
HARRINGTON  
LMNED-M

BRUPBACHER  
LMNED-D

CHATEAU  
LMNED

Exec Ofc

IN REPLY REFER TO  
LMNED-MP

Dear Sir:

The Lake Pontchartrain, La. and Vicinity Hurricane Protection project was authorized in October 1965. Salient features of the project include, inter alia, barrier complexes in the Chef Menteur and Rigolets passes and at the intersection of the Inner Harbor Navigation Canal (IHNC) with Lake Pontchartrain (Seabrook). Refer to inclosure 1 for a project map and to inclosures 2, 3 and 4 for artist's renditions of these complexes.

The main function of the project is, of course, to provide hurricane protection for the area. But an integral part of the barrier system is navigation access for Lake Pontchartrain. With the barrier structures in place, adequate provisions for marine access must be incorporated into the overall project plan. Three avenues of marine access for Lake Pontchartrain are included in the project. They are the Seabrook Lock, the Rigolets Lock and the Chef Menteur Navigation structure.

The approved dimensions for the Seabrook Lock are 800-foot usable chamber length, 34-foot chamber width with a sill depth of -15.0 feet mean low gulf (m.l.g.). This lock will serve navigation by reducing adverse current velocities and eddies in the IHNC. Such currents jeopardize marine safety, erode channel banks and undermine wharves and bridge foundations along that canal.

The normal daily operating procedure for this structure provides for the lock gates to remain in the opened position allowing unimpaired vessel transit through the chamber, until the current velocity through the structure exceeds 3 feet per second (ft/s). The lock gates would then be closed and vessels would require lockage. Studies show that lockage would be required for about 7 hours over each 24-hour period.

LAKE PONTCHARTRAIN

CLOSURE OF EXISTING CHEF PASS  
NOT SHOWN

LAKE BORGNE

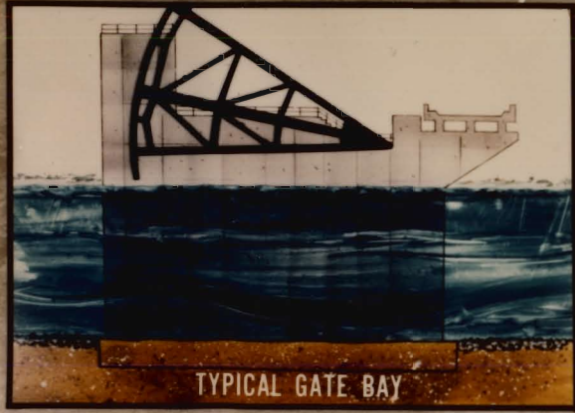


CHEF MENTEUR  
COMPLEX

Incl 2



LAKE PONTCHARTRAIN



TYPICAL GATE BAY

RIGOLETS COMPLEX

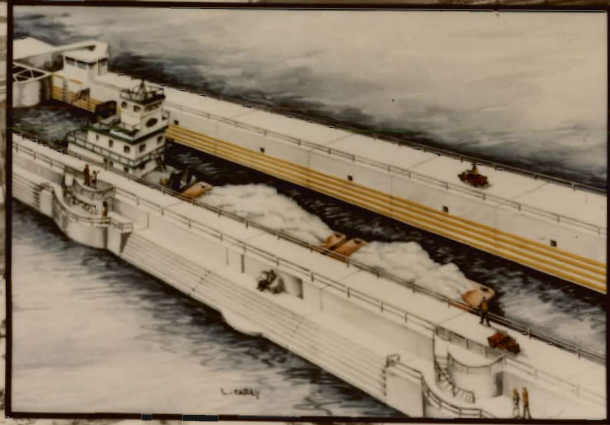
100

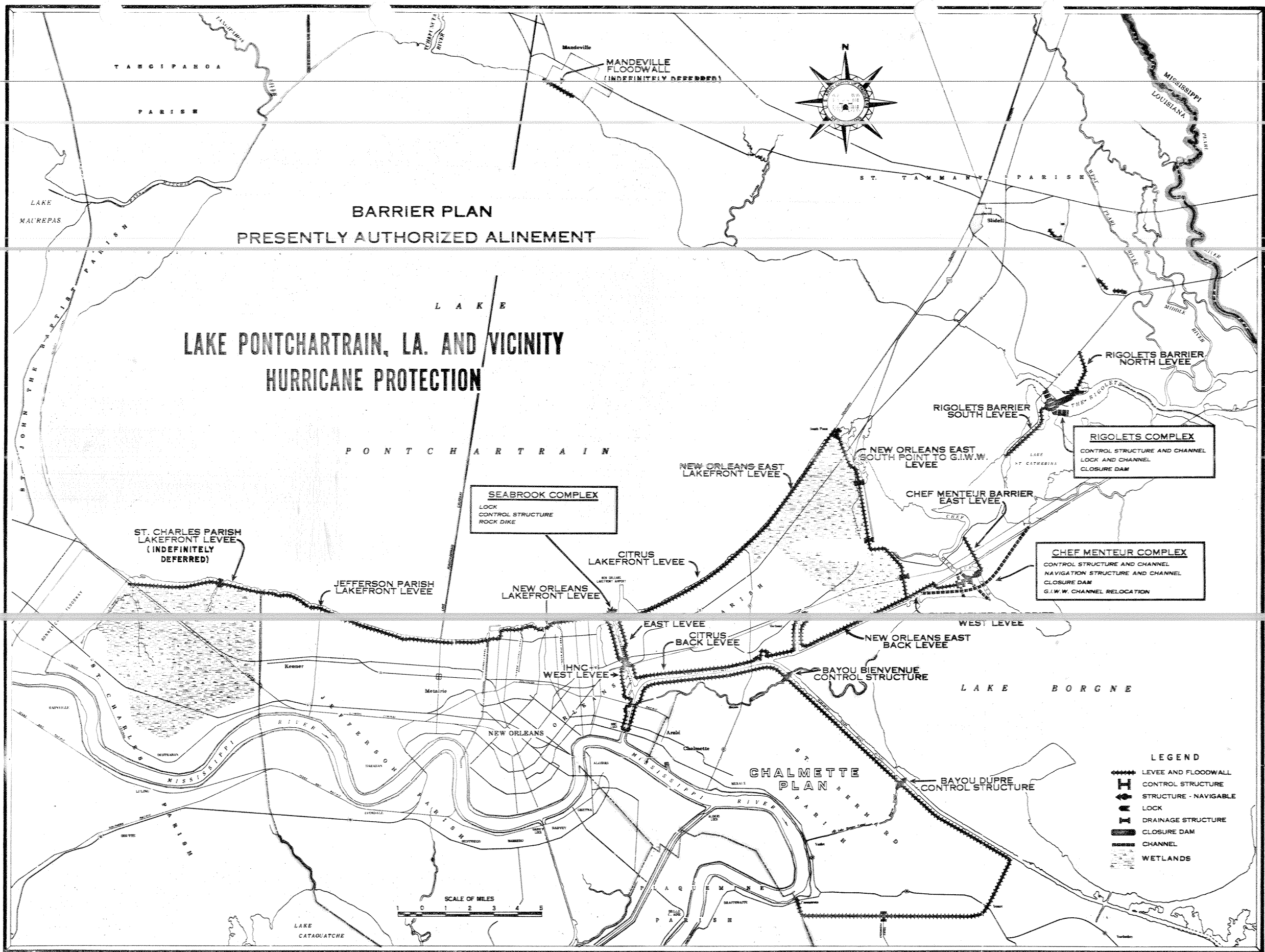


LAKE PONTCHARTRAIN

SEABROOK  
COMPLEX

I H N C





**BARRIER PLAN**  
**PRESENTLY AUTHORIZED ALINEMENT**  
  
**LAKE PONTCHARTRAIN, LA. AND VICINITY**  
**HURRICANE PROTECTION**

**SEABROOK COMPLEX**  
 LOCK  
 CONTROL STRUCTURE  
 ROCK DIKE

**RIGOLETS COMPLEX**  
 CONTROL STRUCTURE AND CHANNEL  
 LOCK AND CHANNEL  
 CLOSURE DAM

**CHEF MENTEUR COMPLEX**  
 CONTROL STRUCTURE AND CHANNEL  
 NAVIGATION STRUCTURE AND CHANNEL  
 CLOSURE DAM  
 G.I.W.W. CHANNEL RELOCATION

- LEGEND**
- LEVEE AND FLOODWALL
  - CONTROL STRUCTURE
  - STRUCTURE - NAVIGABLE
  - LOCK
  - DRAINAGE STRUCTURE
  - CLOSURE DAM
  - CHANNEL
  - WETLANDS

SCALE OF MILES  
 0 1 2 3 4 5

INCL 1

*dwj*  
Mr. Stutts/jb/303

IN REPLY REFER TO  
LMNED-MP

31 October 1978

Mr. George Douglass, Jr., President  
Pontchartrain Dredging Corporation  
P.O. Box 8005  
New Orleans, Louisiana 70182

Dear Mr. Douglass:

Thank you for your 11 October 1978 letter concerning the Lake Pontchartrain and Vicinity Hurricane Protection project and its impact on related shipping activities in the area.

Your comments concerning the Seabrook lock complex and the interim use of the Inner Harbor Navigation Canal during the construction period were well received. You may be assured that every effort will be made to accommodate the users of the canal during and after the construction of the lock.

I appreciate your time and expertise in responding to my letter.

Sincerely yours,

THOMAS A. SANDS  
Colonel, CE  
District Engineer

*EEB*  
BARTON  
LMNED-MP  
*7/11-31*  
HARRINGTON  
LMNED-M  
*Cherry*  
CHATRY  
LMNED  
*Wf*  
Exec Ofc  
*B*



**PONTCHARTRAIN  
DREDGING  
CORPORATION**

(504) 949-7571  
P. O. BOX 8005  
NEW ORLEANS, LA. 70182

October 11, 1978

Department of the Army  
New Orleans District,  
Corps of Engineers  
P.O. Box 60267  
New Orleans, Louisiana 70160

Re: LMNED-MP  
Lake Pontchartrain, Louisiana and Vicinity  
Hurricane Protection Project

Gentlemen:

Pontchartrain Dredging Corporation is engaged in the mining of clamshells from the water bottoms of Lakes Maurepas and Pontchartrain and in transporting the shells by barge to various markets throughout the Gulf Coast area.

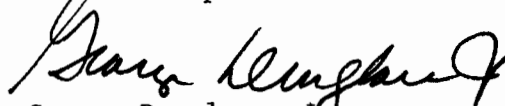
We are not taking any position as to the merits of the Hurricane Protection Project as a whole, but we are concerned about the barrier complex which is proposed for the intersection of the Inner Harbor Navigation Canal with Lake Pontchartrain (Seabrook). We would like to make the following comments about this portion of the project:

Our tows pass through Seabrook approximately 2500 times a year. The evacuation route, that is a part of our Hurricane Preparedness Plan, also passes through Seabrook. Therefore; the efficiency with which marine traffic is handled both during construction and after completion of the project is a tremendous economic concern for our Company.

We question whether adequate provisions have been made for handling traffic during construction of the lock structure. It appears that, even under ideal weather conditions, it would be all but impossible for a tow to circumnavigate the lock construction site and then line up for a safe approach through the existing Seabrook fender system.

We note that the configuration of the guidewalls on the lake side of the locks does not afford adequate protection to the forebay against the wave action that will result from northerly winds. One possible solution to this problem, would be to extend the west guide wall in a straight line to serve as a breakwater for waves caused by a north west wind. The east guidewall could then be shortened and flaired out since the airport will protect against a north east wind.

We appreciate having this opportunity to comment on the project and will be available to furnish input as you proceed with the plans.

  
George Douglass, Jr.  
President

GDjr./db



# SHELL OIL COMPANY

ONE SHELL SQUARE  
P. O. BOX 60123  
NEW ORLEANS, LOUISIANA 70160

COASTAL DIVISION

October 27, 1978

Department of the Army  
New Orleans District, Corps of Engineers  
Box 60267  
New Orleans, Louisiana 70160

Gentlemen:

In reference to your letter of September 6, 1978, LMNED-MP, regarding marine navigation in Lake Pontchartrain, our navigation requirements in the lake are limited to occasional shipments of reinforced concrete products, and we do not foresee any problems as the result of the proposed hurricane protection project. In addition, the proposed lock widths will be adequate for any drilling barge we may need to bring into Lake Pontchartrain.

Yours very truly,

J. A. Babin  
Division Production Manager

*Mr. Harrington*



THE AMERICAN WATERWAYS OPERATORS, INC.

WASHINGTON EXECUTIVE OFFICES

1600 WILSON BOULEVARD • SUITE 1101 • ARLINGTON, VIRGINIA 22209

TELEPHONE: (703) 841-9300

ADDRESS REPLY TO:  
MERLE HARBOUR, Southern Regional Representative  
WHITNEY BUILDING, SUITE 1027, NEW ORLEANS, LA. 70130  
Telephone: (504) 524-3366

October 25, 1978

District Engineer  
New Orleans District  
U. S. Army Corps of Engineers  
P. O. Box 60267  
New Orleans, LA 70160

Re: LMNED-MP  
Lake Pontchartrain Hurricane Protection

Dear Sir:

The American Waterways Operators, Inc., the membership trade association which represents the national interests of the barge and towing industry, is pleased to comment upon the navigational features of the Lake Pontchartrain Louisiana and Vicinity Hurricane Protection Project.

Our first comment concerns the construction schedule for the Seabrook and Rigolets structures. Quite obviously, both routes cannot be closed to navigation at the same time because of the great number of vessels which must have access to the lake. We would also hope that the construction at Seabrook could be accomplished with minimal disruption of waterborne commerce since the alternate route through the Rigolets is much longer and wasteful of equipment and fuel. To deny access to Lake Pontchartrain would cause irreparable harm to many small companies.

Secondly, we have a concern for the design of the Seabrook structure because of the lack of protection from wind-generated wave action from the north or northwest. The construction of an east-west oriented breakwater in Lake Pontchartrain north of Seabrook may provide a remedy. A possible alternative may be the construction of a west guide wall longer than that on the east entrance to the lock. This system would provide a better lee than the system presently envisioned.

We appreciate this opportunity to comment, and assure you that our membership will continue its cooperation with your office in this matter.

MH:rb

*Mr. Harrington*  
*Barton*

Sincerely,  
*Merle Harbour*  
Merle Har bourt

**ROUTING SLIP**  
(AR 540-13)

NEVER USE FOR APPROVALS,  
DISAPPROVALS, CONCURRENCES,  
OR SIMILAR ACTIONS.

TO	INITIALS	DATE
District Engineer		
Deputy Dist Engr		
Executive Asst		
Environmental Off		
ADPC		
Audit		
Comptroller		
Construction Div		
<del>X</del> Engineering Div	<del>*</del>	
EEO Officer	<i>M. [unclear]</i>	
Office Admin Svcs	<i>M. [unclear]</i>	
Office of Counsel		
Operations Div		
Personnel Ofc		
Planning Div		
Proc & Sup Div		
Program Dev Ofc		
Public Affairs Ofc		
Real Estate Div		
Safety Ofc		
Value Engineer		
WCSC		
<del>X</del> CF: LMNEK		

CHECK ACTION DESIRED

INFOR- MATION	SIGNA- TURE	NOTE AND RETURN
CIR- CULATE	NECES- SARY ACTION	SEE ME

FROM: **LMNAS-**  
ORGANIZATION

TELEPHONE: \_\_\_\_\_

DATE: **27 Oct**



EXECUTIVE COMMITTEE  
C. M. KEENEY  
Chairman of the Board and  
Chief Executive Officer  
GEORGE FEGERT  
Secretary  
WILLIAM T. BERGERON  
Treasurer  
JOHN D. McCUBBIN  
President



# LOUISIANA SHIPBUILDING AND REPAIR ASSOCIATION

SUITE 2936 INTERNATIONAL TRADE MART • NEW ORLEANS, LOUISIANA 70130  
TELEPHONE (504) 586-1155

## BOARD OF DIRECTORS

RALPH A. ARCENEUX  
WILLIAM T. BERGERON  
DONALD G. BOLLINGER  
ALBERT L. BOSSIER, JR.  
EMMETT EYMARD  
GEORGE J. FEGERT  
HAROLD HALTER  
CECIL KEENEY  
LAWRENCE MAZARAC

October 25, 1978

Colonel Thomas A. Sands, U.S.A.  
New Orleans District, Corps of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160

Re: LMNED-MP

Dear Colonel Sands:

In response to your letter dated 6 September, 1978, in which you invited comment on the "authorized" -- and partially funded -- Lake Ponchartrain and Vicinity Hurricane Protection Plan, the following is submitted to reach you by your deadline date of 30 October, 1978.

The Louisiana Shipbuilding and Repair Association consists of twenty-six (26) of the major shipbuilding and ship-repairing companies of the state of Louisiana. The purpose of this non-profit organization is to foster the common interest of the shipbuilding and repair industry of this state and to improve business conditions for the industry as a whole.

Several of the member shipyards and potential members are located on the shores of, or in bayous adjacent, to Lake Ponchartrain. They utilize one or more of the entrances or waterways to or from the Lake in testing or delivery of their products. These companies produce watercraft of various types and sizes, with drafts from 10 feet to more than 20 feet. There are one or more of these industries which construct structures exceeding 110 feet in width which must transit through The Rigolets.

Various techniques are currently in use to transfer these craft from their building ways to deeper water. Most of these methods are not adaptable to restricted waterways or lockage requirements. At this time the Louisiana Shipbuilding and Repair Association believes it would be most unwise to consider the "improvement" or restrictions of the related waterways in such a fashion as to "wall out" or restrict current uses or future development of these valuable waterway resources.

Examples are numerous of projects believed conceived in good judgement and thought to be adequate for current demands and future requirements of navigable waterways users, only to find them undersized, inadequate, and unduly restrictive before completion or as time goes by. The inevitable impact is an adverse

Colonel Thomas A. Sands, U.S.A.

October 25, 1978

Page 2

effect on the economy of the areas encompassing or industries using these projects. To proceed with the Lake Ponchartrain Hurricane Protection Plan at this time seems to us to be very likely to put this plan into that category and it is urged that alternative approaches be thoroughly evaluated before proceeding. It is absolutely essential that the total impact in terms of economics, ecology, and industrial development be weighed against the protection gained and the odds of such protection even being required. (It is understood that some of the Parishes affected are not concerned with this plan, or are even strongly opposed to it.


In summary, the Louisiana Shipbuilding and Repair Association takes the position that:

- (1) We support waterway improvements which provide better opportunities for water-borne commerce including shipbuilding and ship repairing.
- (2) We support the development of plans and programs which protect that commerce, our citizens, our industries, and our cities from damage and loss of life from hurricanes or other natural disasters. The total impact of such programs and alternatives, however, must be carefully weighed so that the economical/ecological/safety equation is not imbalanced.
- (3) We are opposed to programs engineered for these purposes which would reduce the dimensions of our waterways and thereby reduce our capability for using the waterways for commercial and industrial purpose. We specifically find the proposed lock sizes/sill heights in the current plan to be unnecessarily restrictive and potentially damaging to industrial development in the areas affected.
- (4) We would not wish to see a program proceed which would limit the future development of waterways and shoreside facilities unless it can be demonstrated that there are no feasible and prudent alternatives, the program is absolutely essential and the need is immediate.
- (5) Because of the controversy surrounding this project since Approval 27 October, 1965, we suggest that the project be again put on the ballot either of the State, or at least of the Parishes involved. (The results should then settle the issue once and for all.)

Colonel Thomas A. Sands, U.S.A.  
October 25, 1978  
Page 3

Speaking for the Association, I thank you for the invitation and the opportunity to comment. We would like to see a solution not involving locks.

Very sincerely,



John D. McCubbin  
RADM, U.S.C.G. (Ret)  
President

JDMC/cs

cc: Cec Keeney, Equitable Shipyards, Inc.  
Harold Halter, Halter Marine, Inc.  
John Kelley, Bell Aerospace Textron  
Dave Levy, Balehi Marine, Inc.  
Alain Seligman, Southern Shipbuilding Corporation

*out*  
Mr. Stutts/ph/303

IN REPLY REFER TO  
LMNED-MP

20 October 1978.

Mr. David Levy  
Balehi Marine, Inc.  
P.O. Box 600  
Lacombe, Louisiana 70445

Dear Mr. Levy:

Thank you for your letter of 27 September 1978, which inclosed proposed alternatives to the barrier phase of the Lake Pontchartrain and Vicinity Hurricane Protection project.

The New Orleans District was previously furnished a copy of your proposal by General Marshall. Your suggestions will be considered in the comprehensive alternative plans study.

If we can be of further assistance in this matter please contact us.

Sincerely yours,

THOMAS A. SANDS  
Colonel, CE  
District Engineer

*704-19*  
BARTON  
LMNED-MP  
HARRINGTON  
LMNED-M  
CHATRY  
LMNED  
ROY  
LMNPD

Exec Ofc

*(D)*



DATE: \_\_\_\_\_

NO	NAME	DATE
	District Engineer	
	County Dist Engr	
	Inspection Dept	
	Environmental Off	
	ADDC	
	MAIL	
	Comptroller	
	Construction Div	
	Engineering Div	
	GIS Officer	
	Office Admin Svcs	
	Office of Counsel	
	Off of Mgt Analysis	
	Operations Div	
	Personnel Ofc	
	Planning Div	
	Proc & Sup Div	
	Program Dev Ofc	
	Public Affairs Ofc	
	Real Estate Div	
	Safety Ofc	
	Training Engineer	

*[Handwritten signatures and initials over the table rows]*

CHECK ACTION REQUIRED			
NO	NAME	DATE	
NO	NAME	DATE	
1	DANAS		29/1/19

MAIN OFFICE  
P.O. BOX 600  
LACOMBE, LOUISIANA 70445



SHIPYARD  
P. O. BOX 600  
LACOMBE, LA. 70445

September 27, 1978

Department of the Army  
New Orleans District, Corps of Engineers  
P. O. Box 60267  
New Orleans, La. 70160

Attention: Col. Thomas A. Sands

Gentlemen:

We are in receipt of your letter of September 6, 1978.

Enclosed please find a copy of A PROPOSAL TO COMPLETE THE LAKE PONTCHARTRAIN AND VICINITY PROJECT WITHOUT THE BARRIERS. This fairly well outlines our views in the matter and should enable the Corps to complete the Lake Pontchartrain and Vicinity Hurricane Project, save the allocated federal funds and achieve meaningful hurricane protection.

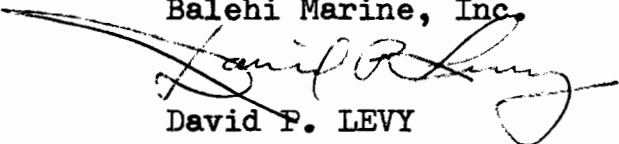
Congressmen Livingston, Breaux, Moore, Treen and Boggs and Senator Johnston have all indicated to this writer that they would be willing to introduce legislation if it be necessary to change the character of the project from a barrier plan to a modified high level plan along the lines of the enclosed proposal.

Additionally, it does not seem economically feasible to build the locks to sufficient sizes that would permit future traffic to use the lakes. Even if this were done the imposition of any locks would result in most of the recreational and fishing boats leaving the lake and locating elsewhere. Therefore, we are opposed to any locks no matter what sizes to which they might be constructed.

If there is a hearing or an opportunity existed to present this proposal in person, this writer would be most happy to appear.

Thanking you for your consideration of our views, we are,

Very truly yours,  
Balehi Marine, Inc.

  
David P. LEVY

DPL/sf

DAVID P. LEVY ENTERPRISES

527 LEGENDRE DRIVE

SLIDELL, LA. 70458

PHONE 643-5848

October 24, 1977

A PROPOSAL TO COMPLETE THE LAKE PONTCHARTRAIN  
AND VICINITY PROJECT WITHOUT THE BARRIERS

The following is an outline of this proposal:

- I . . . North Shore Position
- II . . . Desirability to Modify the Project
- III . . . Need For Modernized Pumping Facilities
- IV . . . Summary and Conclusions

List of Exhibits:

- (1) Lake Pontchartrain and Vicinity Hurricane Project - a report written to the House and Senate Committees for Public Works, dated April 5, 1976.
- (2) Proposed Raising of New Orleans and Jefferson Parish Lakefront Levees.
- (3) Proposed Modifications to Approaches of Southern Railroad Bridge at Seabrook.
- (4) Proposed Breakwater Along Orleans Parish and Jefferson Parish Lakefronts.
- (5) Proposed Barrier for the Mississippi River Gulf Outlet.

I . . . North Shore Position

The overwhelming sentiment of the residents from St. Tammany, Tangiphoa and Livingston parishes is that alteration of the passes for protection against hurricane flooding is undesirable. This sentiment has been expressed at the polls in three (3) millage elections and by the vocal opposition from almost every elected official and civic group in the three parishes. It is felt that the best protection for this area can be provided by building requirements both as to the type of buildings and their elevation above sea level. The history of this area amply demonstrates that the area which is situated above sea level is not seriously threatened by hurricane flooding.

II . . . Desirability to Modify the Project

- (1) As of this time, no construction has commenced on the Barriers.
- (2) The only physical work undertaken is a bypass channel dug at CHEF MENTEUR approximately 10 years ago, which, has since silted up and is no longer usable for the purpose intended without considerable dredging.



(3) Exhibit (1) contains a brief history of the original thinking that initiated the Barrier Phases of the Project. If there was any merit to the Barrier Phase in 1947 when it was conceived, this is no longer applicable because of the following:

(a) The Mississippi River Gulf Outlet was dug and presents a threat to St. Bernard and Orleans Parishes. This was amply demonstrated during Hurricane Betsy in September 1965. However, since this time the flood walls along the Industrial Canal have been completed. Exhibits (3) and (5) would insure additional protection to these areas. It is obvious that the Barriers could NOT affect these areas in as much as they are outside the dammed-up lakes Pontchartrain - Maurepas areas except in a counter-productive manner. Building a barrier at Seabrook would further confine a hurricane surge to the Industrial Canal instead of allowing it to be dissipated into Lake Pontchartrain. Since much of the industry in New Orleans is located on the Industrial Canal, outside of the flood walls, and, since the flood walls are vulnerable to destruction from floating equipment, it would be most undesirable to deliberately allow the water level to rise during a hurricane. Therefore, the Barrier at Seabrook would have a counter-productive effect and should not be built. Exhibit (3) shows a modification to the Southern Railroad Bridge at Seabrook. This would serve a dual purpose; it would eliminate the swift currents that make navigation difficult and lower the water levels in the canal during a hurricane such as Betsy. The same southeast winds which would cause a surge in the Industrial Canal (assuming the submersible barrier was not installed) would keep the water level low at the lakefront and the elimination of the Seabrook restriction would give a uniform cross-sectional area to the Industrial Canal which would allow the surge to flow into Lake Pontchartrain without ill effect.

(b) The levees from Paris Road to the St. Charles Parish line have since been built and raised. They have successfully withstood four (4) serious hurricanes (Hilda, Flossie, Betsy and Camille) and numerous minor hurricanes.

Should increased protection to New Orleans and Jefferson Parish be deemed necessary it can be accomplished by raising the levees (see Exhibit (2)) and/or building a breakwater (see Exhibit (4)).

### III . . . Need For Modernized Pumping Facilities

(1) Most of the pumping equipment in New Orleans is over 100 years old and operated on 25 cycle electric current. The system failed in the 1915 hurricane and was unable to handle the water in 1965 during Betsy that entered the city from the Florida Canal conduit under the Industrial Canal. During numerous heavy rains local areas of the city flood regularly.

(2) The Sewerage and Water Board is without adequate funds to properly modernize the system. Many of the pumps are located

below the 12 feet above-sea-level elevation which they could conceivably have to pump during an emergency. The electrical generating systems are likewise obsolete and vulnerable.

Some of the funds which would be saved by not building the barriers should be allocated to the modernizing of the pumping systems of Orleans and Jefferson Parishes.

Additionally, the Sewerage and Water Board feels it would be desirable to cover the 17th St., Orleans and London Ave. canals and relocate the pumping stations nearer to the lake. This should be investigated and if deemed desirable, the funds should be provided from the unused Barrier funds.

#### IV . . . Summary and Conclusions

The following items should adequately complete the Lake Pontchartrain Project.

(1) Raise the levees along the Lake Pontchartrain lakefront in Orleans and Jefferson Parishes and if the outfall canals are not covered, raise the levee and bridges as deemed desirable (Exhibit (2)).

(2) Modernize the pumping facilities in Orleans and Jefferson Parishes.

(3) Build a breakwater along the Orleans and Jefferson Parish lakefronts if it is felt that the higher levees will not afford adequate security (Exhibit (4)).

(4) Remove the landfills to the Southern Railroad Seabrook Bridge and substitute an open trestle therefor (Exhibit (3)).

(5) Install a caisson type barrier, possibly using a surplus liberty Ship or the midbody of a T-2 Tanker, in the Mississippi River Gulf Outlet (Exhibit (5)).

Cost estimates shown on the exhibits presented herewith, while approximate, should be considerably less than building the Barriers.

However, should the costs be greater, it would be a most worthwhile expenditure for the following reasons:

(1) It would accomplish meaningful and worthwhile protection from hurricane flooding using proven and accepted methods instead of an experiment which would not only fail, but, which would waste money, energy, could cost lives and property and would eventually cost money to remove.

(2) It would be popular with the people of the area.

(3) There would be no alteration of the ecology of the lake.

(4) It would stimulate the economic climate of the areas surrounding the lake instead of destroying it.

(5) No cost estimates have been made on the breakwaters (Exhibit (4)) for the following reasons:

(a) It is believed that the sale of land, renting of marina space, concessions and etc. would be a profitable venture.

- (b) The State of Louisiana would donate the waterbottom.
- (c) Private interests have previously expressed interest in development purposes and paying the State of Louisiana for the waterbottom rights.

April 5, 1976

SUBJECT; LAKE PONTCHARTRAIN AND VICINITY HURRICANE PROJECT

The following is an outline of this presentation:

- I . . . . History of the Project
- II . . . . Need for the Barrier Plan
- III . . . . Undesirable Navigational Aspects
- IV . . . . Undesirable Developmental Aspects
- V . . . . Undesirable Ecological Aspects
- VI . . . . Undesirable Flood Protection Aspects
- VII . . . . Summary and Conclusions

I . . . History of the Project

In 1947, a severe hurricane occurred which did extensive damage to the Mississippi Gulf Coast. At this time one area in Orleans Parish and one in Jefferson Parish, then largely undeveloped, were flooded - namely - the area behind New Orleans Airport, now known as Lake Fovest and an area in Jefferson Parish between the 17th St. Canal, Veterans Highway and the St. Charles Parish line. The Orleans Levee Board, under the administration of the late Billy Dillon, wanting to see these areas developed without future exposure to flooding, thought it would be a good idea to prevent same by preventing hurricane tides from entering the lake. This course of planning was pursued until 1965 by the Levee Board and the Corps of Engineers when the project was authorized. The project (BARRIER PLAN only) is now obsolete, unpopular and counter-productive. No serious attempts to develop alternate plans have been made or studied, and this is obvious, because all attempts by this writer to obtain SPECIFIC details on a "High Level Plan" have been in vain. This writer has asked for specific details regarding costs, areas to be leveed, heights of levees and their location. This information could not be furnished, so it seems obvious that such studies were never made.

Since 1947, a levee has been built along Hayne Blvd. from Paris Rd. to the Industrial Canal, a levee behind the seawall from the Industrial Canal to the 17th St. Canal and in Jefferson Parish along the lakefront to the St. Charles Parish line. Four (4) serious hurricanes have occurred since this time - namely - Hilda, Flossie, Betsy and Camille. Not only was there no flooding, there was no serious threat. On the other hand, there was extensive flooding from the M.R.G.O. and the Industrial Canal during hurricane Betsy and it will be noted that these areas are outside of the BARRIER PLAN areas.

II . . . Need for the BARRIER PLAN

A review of the history books will show that New Orleans was founded by Bienville in 1715 - 261 years ago. There has never been a hurricane flood from the lake. Every probable path a hurricane could take has been experienced since this time. In 1915, the eye passed over New Orleans, in 1965 Betsy passed just to the West and in 1969 Camille passed just to the East.

## II . . . Need for the BARRIER PLAN

In 1915, rain water flooding was experienced because of a failure of the pumping system, but there was no loss of life or property due to lake water intrusion. Most of the damage was due to windstorm.

In order to justify the BARRIER PLAN, a hypothetical hurricane known as the STANDARD PROJECT HURRICANE was "designed". This hurricane would take a path slightly to the West of New Orleans and then turn on a 50 mile radius 90° and pass to the East. It would, on turning 90°, then slow down and retain its strength. A study of hurricanes plotted since 1871 in Technical Paper #55 by the U. S. Dept. of Commerce Weather Bureau, will show that no hurricane has ever turned 90° on a 50 mile radius. Furthermore, hurricanes usually speed up and diminish in intensity when passing the coast line. It would appear an earthquake is more probable than anything close to the STANDARD PROJECT HURRICANE.

During the past years, extensive progress has been made in hurricane seeding. It seems certain that with a little more effort in this direction, hurricane seeding could become a reality. If the BARRIERS were begun tomorrow, it would be approximately ten years before they were completed and hurricane seeding certainly should be perfected by that time - at worst, not much later. This would afford not only flooding protection, but protection against windstorm damage. No evidence or studies have been presented regarding what could happen if a serious hurricane occurred while the BARRIERS were in the process of construction - a period of approximately ten years. It is conceivable that not only would partially completed BARRIERS be destroyed, but could cause extensive flooding and loss of life since the control structures could not be operated.

Because over half of the Orleans - Jefferson levee system is out of the BARRIER area and these areas, as shown by history are much more vulnerable than the Lake Pontchartrain lakefront, this writer can see no reason why the lakefront cannot be adequately protected by levees and/or a breakwater.

The areas north of the lake do not need levees or BARRIER protection. There is no history of hurricane flooding here; the people do not want it, and the building codes are being updated to insure that future construction will be sufficiently high.

The fact that the BARRIER PLAN is unpopular can readily be seen because the voters have three (3) times rejected its funding at the polls. On March 5, 1974, the people of Orleans Parish voted a three mill tax (after having 3 times previously rejected a 2½ mill tax) with the assurance of the Orleans Levee Board that the BARRIERS would not be built with that money.

### III . . Undesirable Navigational Aspects

The Lake Pontchartrain area is just beginning to experience an upsurge in shipbuilding, waterfront industrial development and recreational boating. It is proposed at the Rigolets to put a 110' lock between two 150' clearance bridges. It is proposed to put a 13.2' sill in an area with over 30' of water. In the future these areas could be dredged to give deep water navigation; this would forever prevent such a happening.

Maritime interests have repeatedly protested building a waterway smaller than those which presently exist. Every waterway built (Panama Canal, Suez Canal, N. Y. State Barge Canal, etc., etc.) has become restrictive over the years. It is unthinkable to build a waterway smaller than presently exists! All efforts to have the locks made a reasonable size (150' x 30' x 1200' Rigolets, 150' x 30' x 800' at Chef Menteur, 97' x 40' x 1200' at Seabrook) have fallen on deaf ears.

This writer, at a previous discussion, asked if it would be in order to get statutory guarantees that the locks would be open as stated by the Corps of Engineers and vessels would not have to stop and file lock reports. The answer was, "Certainly not". It is obvious that these statements are untrue and after the level of the lake rises (see V and VI), the locks will be in continuous operation and the flood gate at Chef Menteur will be permanently closed. This will prevent sailboats from entering or leaving the lake and make it so undesirable for pleasure boats that they will either not be purchased by residents of the area, or will be moved to other areas. A severe loss of jobs, economic benefits and stagnation will result. Incidentally, these facts were never considered in the fictitious cost-benefit study made by the Corps of Engineers.

The lock at Seabrook will present a hazard to tows having to wait for locking when heavy weather exists. There have been no costs or detailed plans presented to the public concerning a sheltered, bulkheaded forebay area of sufficient size to accommodate waiting tows - nor is there any place for tows to wait inside of the Industrial Canal for locking into the lake. The presence of locks at Seabrook would be a potential for a maritime catastrophe. If it is desired to prevent the swift current at the Southern Railroad Bridge, this can be very easily accomplished by replacing the land fills with an open trestle and maintaining a uniform cross-sectional area of the canal.

### IV . . Undesirable Developmental Aspects

The principal reason for the development of the lakefront and north shore areas of the lake is the use of the lake - industrial, shipbuilding, fishing, recreational boating, swimming, etc. Raising the everyday level of the lake, the imposition of locks with their delays and restrictive potential would certainly have a severe adverse effect on future development of marinas, waterfront real estate, fishing, etc.



V . . Undesirable Ecological Aspects

It is believed that an exchange of marine life through the control structures would be impeded. It will be noted that future dredging permits will not permit future borrow-pit canals from being dug deeper than the lake. But at the Rigolets, which is over 100' deep at its entrance to Lake Pontchartrain, there will be a control structure with a 30' sill on one side and a 12' depth on the other side.

The beneficial effect of salt water from the M.R.G.O. to the lake will be choked by a 30' x 50' control structure at Seabrook which even now, with its present restriction, is approximately 5400 sq. ft.

The lake at present is considerably higher than Gulf Mean Sea Level, the Corps of Engineers gauges show approximately a 2' average; statements by Corps officials put it at a lesser figure, but it is agreed that the lake is considerably higher than the Gulf. This results from the natural cross-sectional restriction at the passes, holding in the lake: 1) Rain run-off, 2) Pumping drainage from Orleans and Jefferson parishes, 3) run-off from artesian wells and 4) Underground springs and fissures in the lake bottom and tributaries. It is proposed to reduce the cross-sectional area of the passes by approximately 75%. This will certainly raise the level of the lake considerable, causing the following adverse effects: 1) Existing docks and bulkheads will be too low, 2) Roads in St. Tammany Parish, which flood even now, will be worse off and who will pay to raise all these roads? 3) In the event of a hurricane, the gates will be closed on a much higher lake than presently exists, 4) The lake will become fresh and this will inhibit or destroy existing marine life, 5) The Duckweed, which choked up the yacht harbor and other areas when the Bonnet Carre' Spillway was opened in 1973, would present an expensive and constant problem in the lake and its tributaries.

VI . . Flood Protection Aspects

The BARRIER PLAN is counter-productive. (It was obsolete when it was first conceived.) The levees along the Orleans-Jefferson Parish lakefront had not been built nor the M.R.G.O. been dug. Any excuse for the BARRIER PLAN has been dispelled because of the foregoing. Additionally, the Bonnet Carre' Spillway could not be used. The jeopardy to New Orleans from the Mississippi River is much greater than from the lake. When the Spillway was opened in 1973 (which would almost certainly occur during the spring when heavy rains fall and strong SE winds are present) it introduced an additional 18" of water - the highest ever experienced where I live - even higher than during Betsy and Camille. With 75% of the Rigolets eliminated, a recurrence of 1973 would either flood out St. Tammany Parish or the Spillway could not be opened and much more serious flooding would occur in New Orleans from the river.



In the M.R.G.O. and Industrial Canals, the additional restriction at Seabrook in the event of a recurrence of a Betsy-type hurricane would raise the water to dangerous levels. Even if the flood walls were not overtopped, moored ships, barges, tugs, fuel tankers, etc. would surely be blown into the flood walls and flood the city. The solution to this problem is to keep the water level low in the Industrial Canal by allowing it to escape into the lake which can easily accept it. The same SE winds which blow the water up the canal will be blowing it away from the South shore of the lake. Therefore, by removing the restriction that the Southern Railroad bridge presents and not imposing any additional restrictions, this problem can be solved.

#### VIII . . . Summary and Conclusion

This writer cannot accept statements that a High Level Plan is more costly. Such statements have never been supported by figures. It is inconceivable that raising approximately 30 miles of lakefront and outfall canal levees approximately 2' to 3' (if this is necessary) can cost the \$350,000,000.00 that the barriers will cost. Certainly approximately 160,000 lineal ft. of sheet piling can be driven for somewhere in the neighborhood of \$300.00 per ft. or approximately \$50,000,000.00. Again, if it is contemplated to levee the North shore areas of the lake, this is unnecessary and the people have emphatically rejected any such proposals. It is believed that raising a levee 2' to 3' with sheet piling and terracing with nonstructural earth would be less offensive. The lakefront levee already blocks the view residents have of the lake, so another 2' to 3' can't hurt anything. The other levees would be in undeveloped areas. It is doubtful if these levees will have to be raised, however, since the highest flood tide ever recorded in the lake is 7.6' and the existing levees are approximately +12.5'.

This writer wants to make clear that he does not oppose the Lake Pontchartrain and Vicinity Hurricane Project or meaningful flood protection. But, the BARRIER PLAN is so bad, from every standpoint, except creating a few temporary jobs, that it should be eliminated from the Project.

It is requested that funding for this project be stopped until: 1) An impartial investigation be made of the BARRIER PLAN, 2) A public hearing be held and a study made on: a) Navigational requirements for the future, b) Ecological considerations, c) Industrial and waterfront residential prospects for the area all of which would be restricted and retarded by the BARRIER PLAN.

EXHIBIT 2

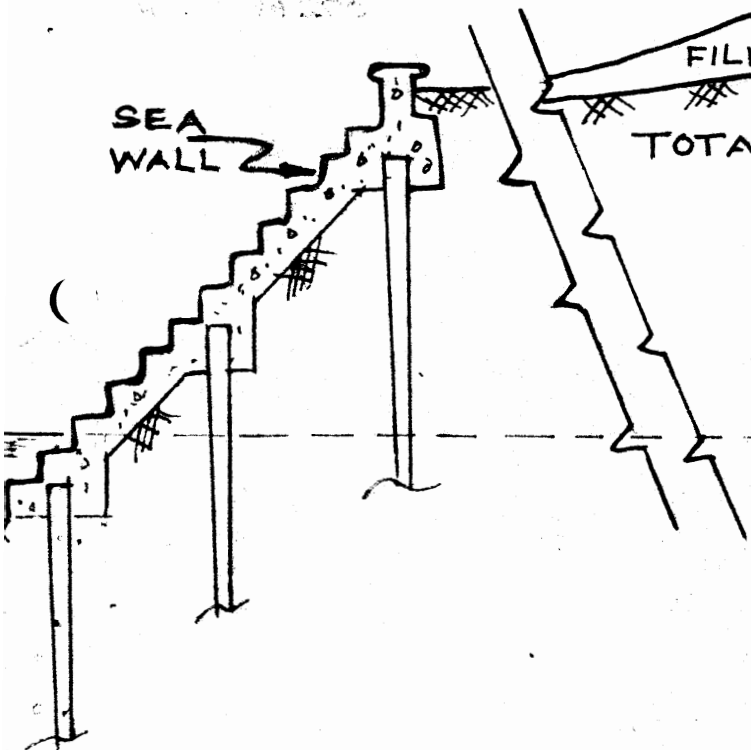
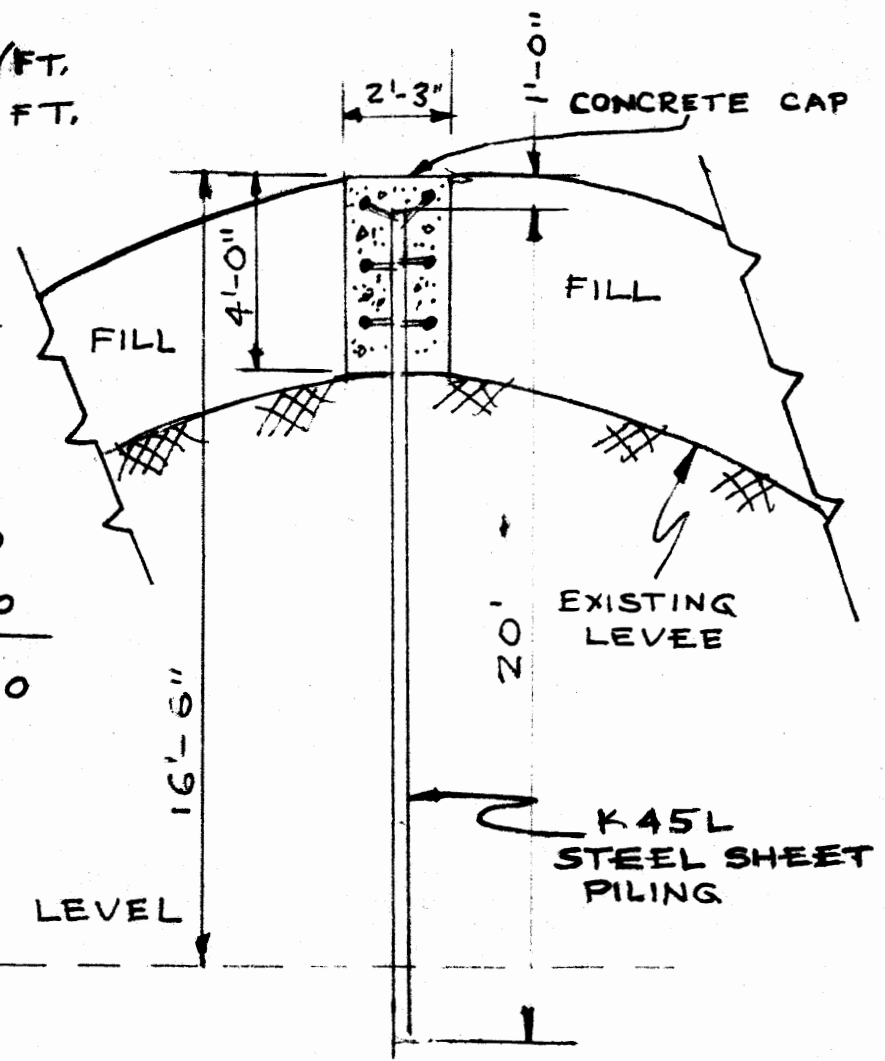
PROPOSED RAISING OF NEW ORLEANS AND JEFFERSON PARISH

LAKEFRONT LEVEES

SCALE: 1/4" = 1'-0"

COST ESTIMATE

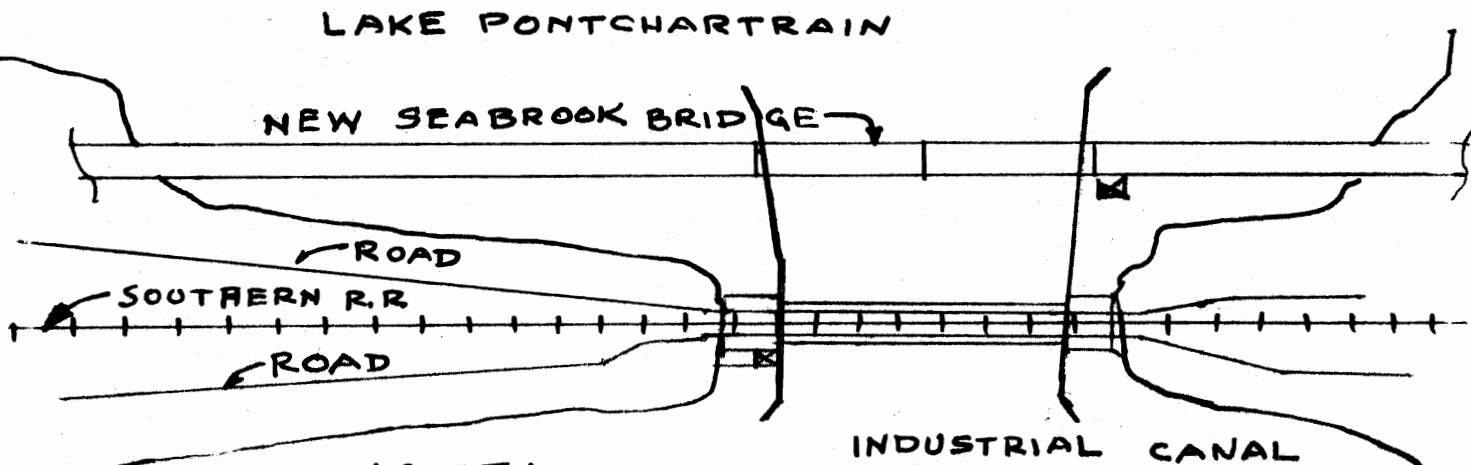
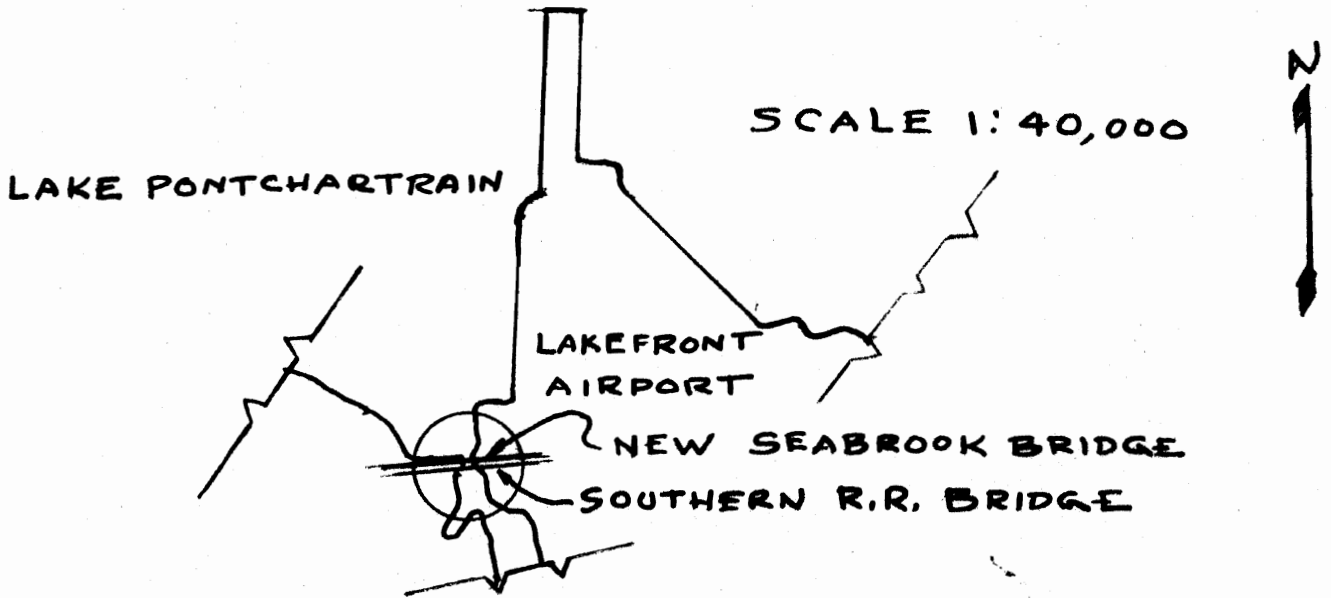
20' K 45L STEEL SHEET PILING	\$ 35.00/FT.
2500# CONCRETE 8 CU FT./FT	9.00 FT.
REINFORCING BAR 10' 1" DIA/FT	6.00
FILL 160 CU FT/FT @ 3.00/CU.YD	18.00
* ( ABOR \$30/FT	30.00
<u>\$98.00 + \$102.00 CONTINGENCY = \$200/FT.</u>	<u>\$ 98.00</u>
160,000' @ \$200/FT = \$32,000,000	
ASSUMING OUTFALL CANALS ARE LEVEED	
80,000 FT. @ 200/FT	16,000,000
Misc	10,000,000
FILL	32,000,000
<u>TOTAL</u>	<u>\$ 58,000,000</u>



* FILE DRIVING	10	** INCLUDES
FORMING	5	RAISING BRIDGES,
SET RE BAR	2	CROSSINGS, ETC.
GRADE & PLANT FILL	2	
CONTINGENCY	11	
<u>TOTAL</u>	<u>\$ 30/FT</u>	

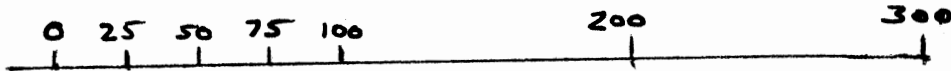
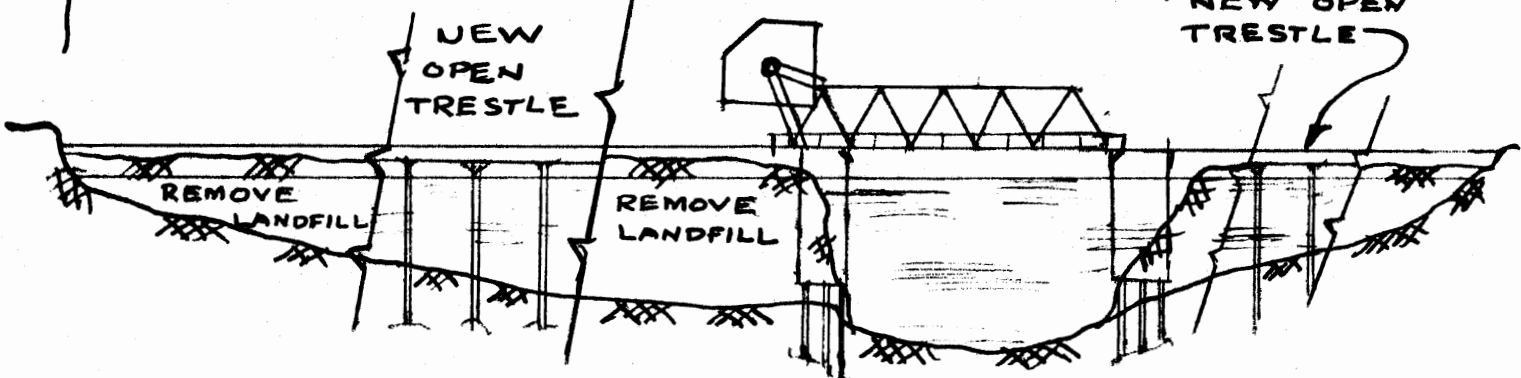
EXHIBIT 3

PROPOSED MODIFICATIONS TO APPROACHES  
OF SOUTHERN R.R. BRIDGE AT SEABROOK



NOTE:

1- CONSTRUCT OPEN TRESTLE ON APPROACHES  
THEN REMOVE LANDFILL BY DREDGING

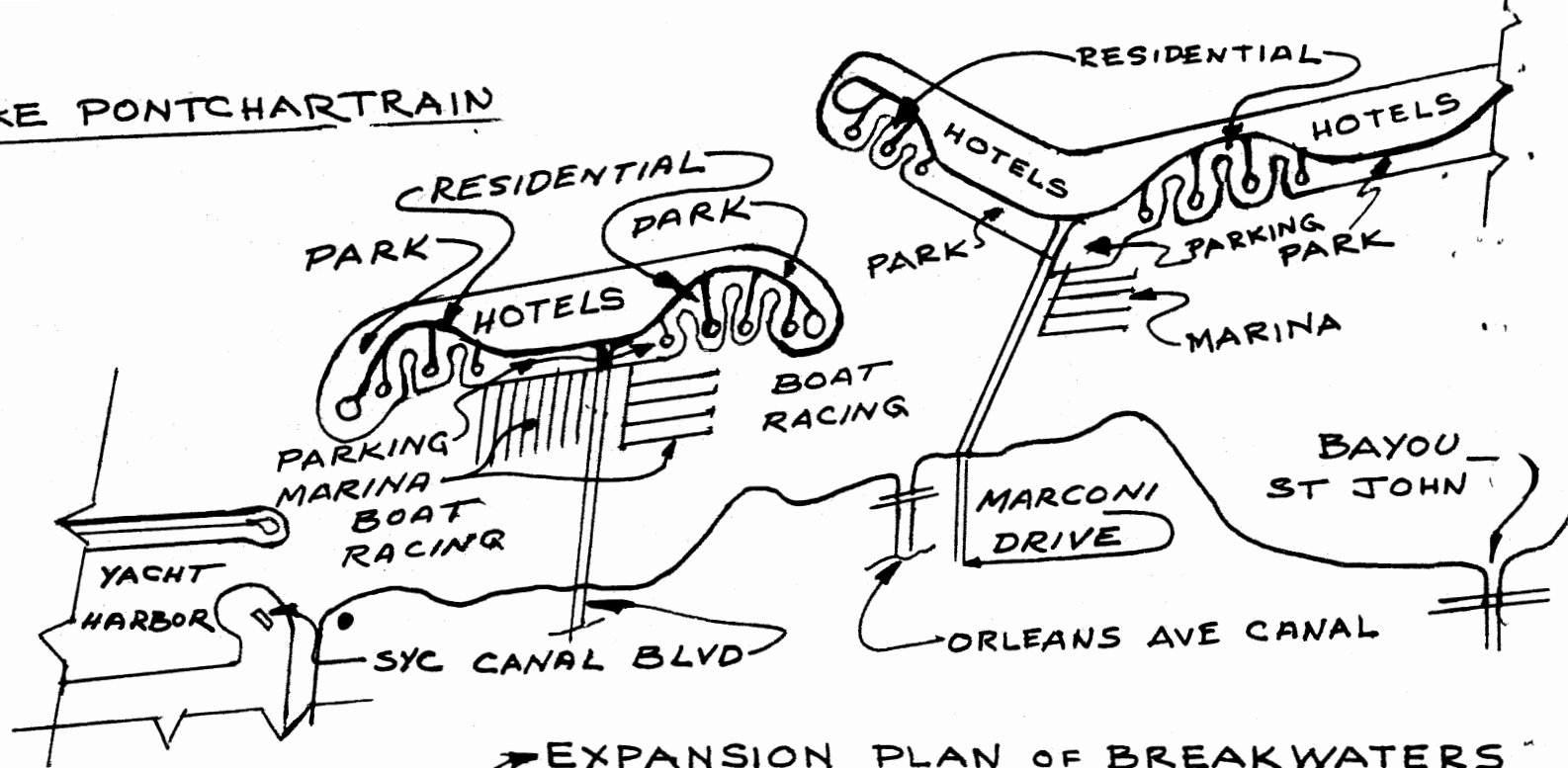


SCALE : FT

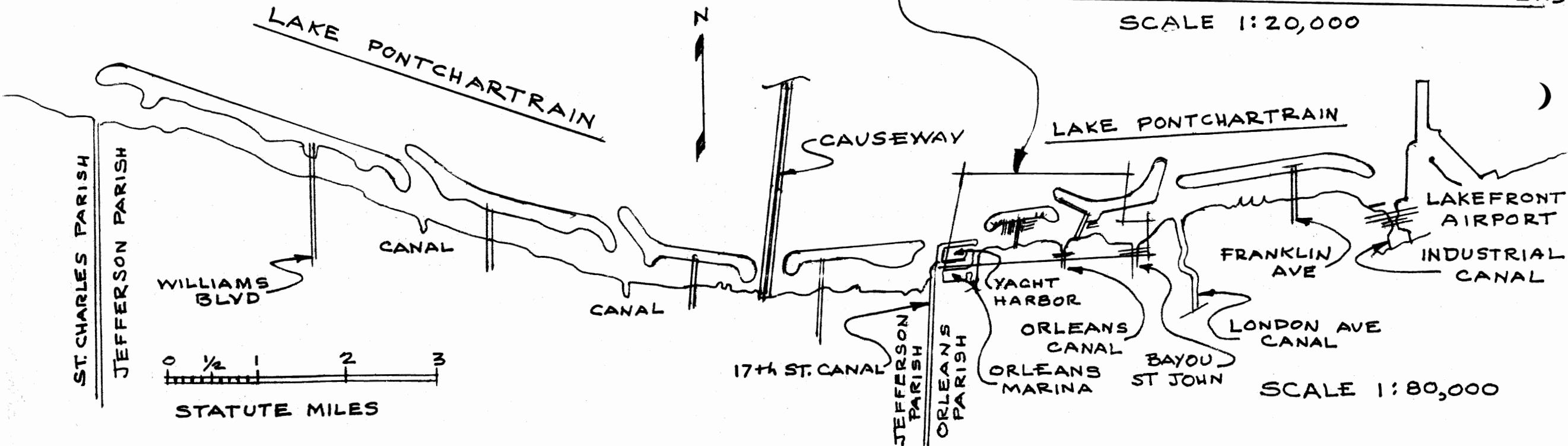
EXHIBIT 4

PROPOSED BREAKWATERS ALONG  
ORLEANS & JEFFERSON PARISHES  
LAKEFRONT

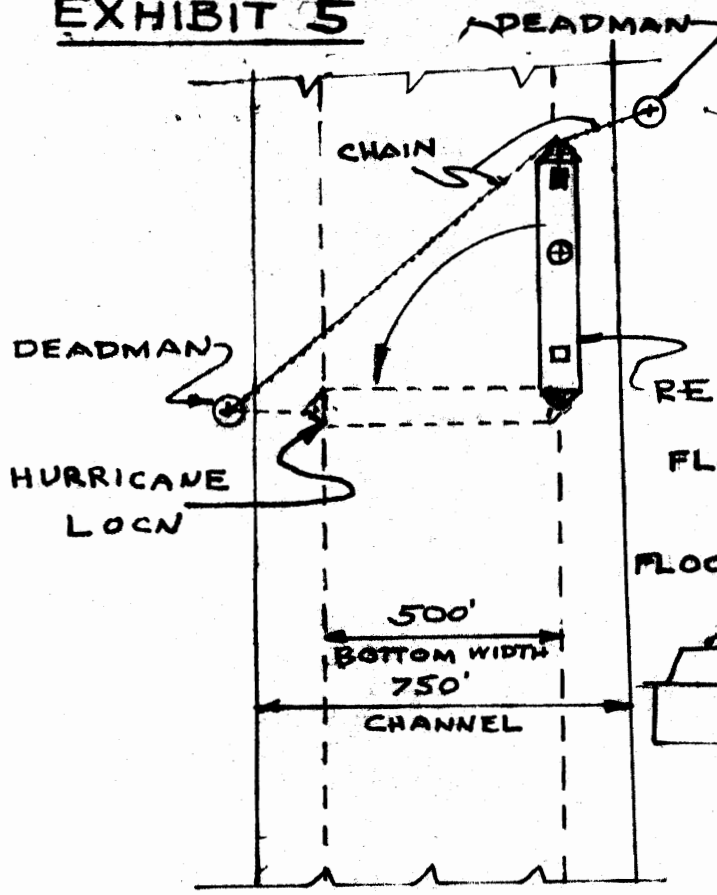
LAKE PONTCHARTRAIN



EXPANSION PLAN OF BREAKWATERS  
TYPICAL FOR OTHER BREAKWATERS  
SCALE 1:20,000



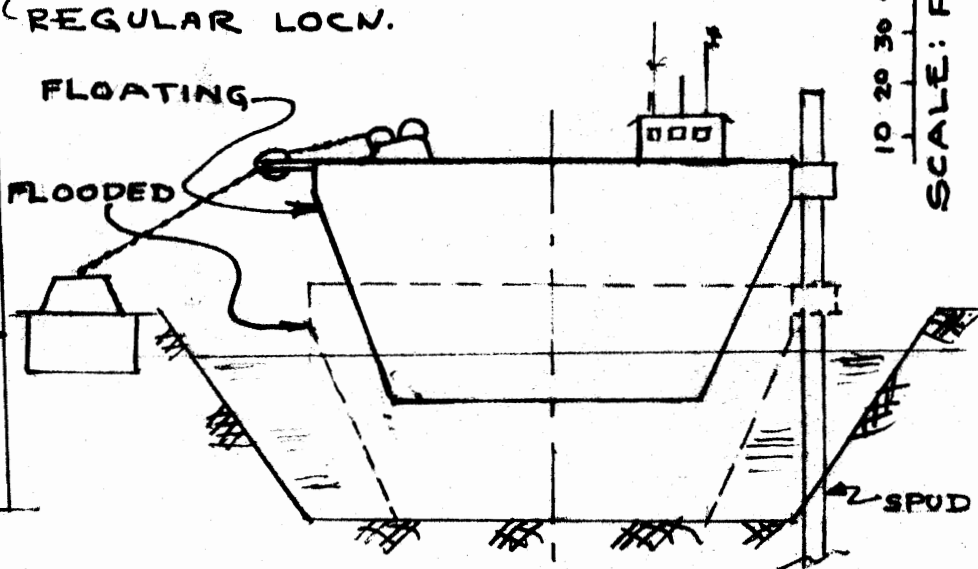
# EXHIBIT 5



## NOTES:

- 1-WINCH TO BE DIESEL-ELECTRIC
- 2-CAISSON TO BE EQUIPPED WITH QUARTERS, BOAT LANDING, HELICOPTER SPOT, GENERATOR, RADIOS, PUMPS, ETC.

SCALE: FT. (VERTICAL)  
10 20 30 40 50 60 70

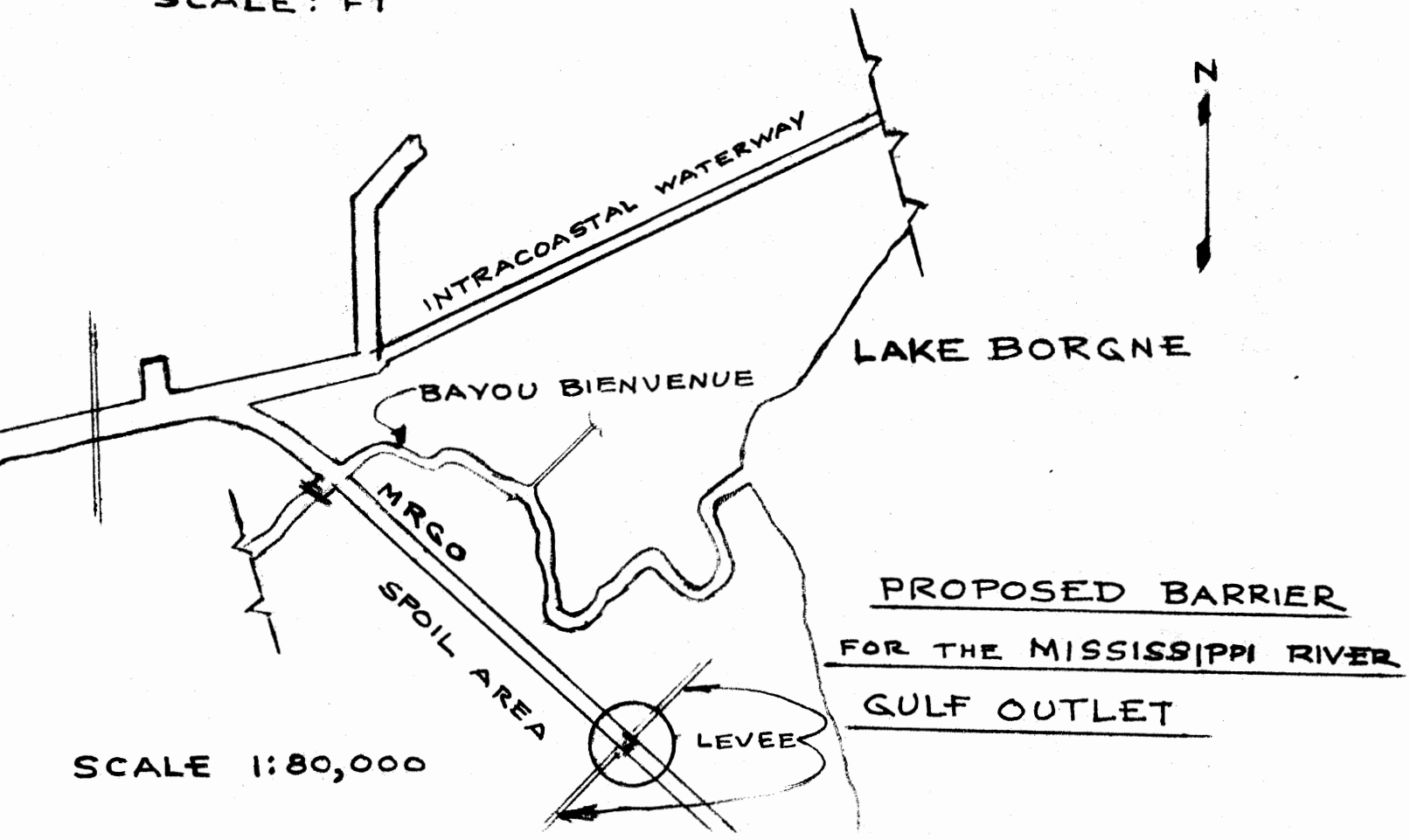


0 500 1000

100 200 300 400 500 600 700 800

SCALE: FT

SCALE: FT (HORIZONTAL)



~~Mr. Seal~~  
1/13/31

~~Mr. Harrington~~

~~Boston~~  
R2 p 88B



# HARVEY INDUSTRIES, INC.

SHELLS • MARINE CONSTRUCTION • RIP RAP

P. O. BOX 568 • HARVEY, LOUISIANA 70059 • (504) 366-5391

October 18, 1978

Department of the Army  
New Orleans District  
Corps of Engineers  
Post Office Box 60267  
New Orleans, Louisiana 70160

Re: LMNED-MP

Gentlemen:

We are in receipt of your letter dated September 6, 1978, asking for our view relative to the navigation aspects of the Lake Pontchartrain, Louisiana and Vicinity Hurricane Projection Project.

As you know, Harvey Industries, Inc. has a permit to produce CLAM SHELL from the waterbottoms of Lakes Pontchartrain and Maurapas. To accomplish this, it is necessary that each day, we have three to six barges brought to and from our Dredge "Kathy L." Roughly 95% of these barges must pass thru the Seabrook Bridge enroute to and from our dredge. The passage thru Seabrook, once construction starts on the project, has us very much concerned.

Several years ago, we were shown a proposed plan for the passage of traffic thru Seabrook, during construction. At that time, we expressed our opinion that the physical restrictions did not afford towing vessels sufficient distance to line up for passage thru Seabrook under even the best of conditions, much less with tide or wind action. We hope that this situation has been corrected.

After the lock is completed we see a problem with the guidewalls on the lake side. Lake Pontchartrain is subject to extreme changes in sea conditions with little or no notice. During the winter Northerly winds, Northwest and Northeast, can cause the area in the vicinity of Seabrook to become very unstable and present serious navigational problems. The Seabrook Lock will be protected on the Northeast by the



Department of the Army  
October 18, 1978  
Page Two

airport, but has no such protection from the Northwest. If the approach to the lock is not protected from Northwest winds the many users in the Lake will not be able to enter and leave the Lake during spells of weather. We hope that the guidewalls can be redesigned to protect towing vessels, thereby, prevent a very serious economic burden from being placed on the users.

Many thanks for the opportunity to comment and be assured, we stand ready to work with the Corps in any mutual problems that may develop.

Very truly yours,

HARVEY INDUSTRIES, INC.

  
Harvey H. Loumiet, Jr.  
President

HHLjr:mll

# DISPOSITION FORM

For use of this form, see AR 340-15; the procuring agency is The Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL

LMNED

SUBJECT

Ref MP 6 Sep ltr -- inclosed proposal to complete  
L. Pont HPP without barriers

TO

C/Design Memo Br.

FROM

C/Engineering Div

DATE

16 Oct

CMT 1

Letter

1. ~~Disposition form~~ from David Levy (#6632) dated 27 Sep,  
subject as above, was sent to you on 2 Oct with a due date of 2 weeks (16 Oct)  
"standard response"
2. Please furnish by CMT 2 the status of this DF. If it is not possible to comply  
as requested, an explanation should be made giving date when reply will be made.



CHIATRY

CMT2

To C/Engineering Div

From C/Design Memo Br

17 Oct 1978  
Stutts. 303

1. A response to Mr Levy has been drafted and  
is awaiting typing.
2. Letter will be sent out by cob 18 Oct 1978

Harrington

*DOT*  
Mr. Stutts/ph/303

IN REPLY REFER TO  
LMNED-MP

3 October 1978

Mr. Alain R. Seligman, President  
Southern Shipbuilding Corporation  
P.O. Box 1089  
Slidell, Louisiana 70458

Dear Mr. Seligman:

Thank you for your letter of 20 September 1978 concerning the Lake Pontchartrain and Vicinity Hurricane Protection project and its impact on the related shipbuilding activities in the area. Responses such as yours will aid us in making design decisions concerning the size and draft requirements for the navigation structures.

As you know the court has enjoined construction on the barrier portion of this project, until a revised environmental impact statement can be filed with the Environmental Protection Agency. As a result of the court order, we are conducting extensive reanalysis of the potential adverse environmental impact of the authorized project. Included in our restudy are a number of possible alternative plans to the authorized project. Upon completion of these studies, we expect to be able to provide quantitative answers to questions concerning the impact of the barrier plan on the Lake Pontchartrain ecosystem. Since these studies won't be completed until March 1981, I am unable at this time to supply specific answers to the questions you pose on page 2 of your letter.

If I may be of any other assistance in this matter, please contact me.

Sincerely yours,

THOMAS A. SANDS  
Colonel, CE  
District Engineer

*ECS*  
BARTON  
LMNED-MP  
*W.H.*  
HARRINGTON  
LMNED-M  
*W.B.*  
CHATRY  
LMNED  
Exec Ofc  
*W.B.*

**POLYING SLIP**

TO: \_\_\_\_\_ DATE: \_\_\_\_\_

Director Engineer		
Deputy Dist Engr		
Executive Asst		
Environmental Off		
SOFC		
Audit		
Comptroller		
Construction Div		
Engineering Div	X	
SSO Officer		
Office Admin Svcs		
Office of Counsel		
Off of Mgt Analysis		
Operations Div		
Personnel Ofc		
Planning Div		
Prog & Sup Div		
Program Dev Ofc		
Public Affairs Ofc		
Real Estate Div		
Safety Ofc		
Value Engineer		

*LMNAS-5*

DATE	BY	REMARKS

*21/04*



**SOUTHERN SHIPBUILDING CORPORATION**  
POST OFFICE BOX 1089 • SLIDELL, LOUISIANA 70458

504-843-3144  
IN NEW ORLEANS 523-6394

TWX 510-966-6666

September 20, 1978

Colonel Thomas A. Sands, District Engineer  
New Orleans District, Corps of Engineers  
Department of the Army  
P. O. Box 60267  
New Orleans, Louisiana 70160

Reference: LMNED-MP

Dear Colonel Sands:

I have received your letter of September 6, 1978 and would like to respond as follows:

I am taking the liberty of enclosing herewith a statement which I presented at a hearing held by the U. S. Army Corps of Engineers on February 22, 1975. The facts contained in that statement still hold true. I might expand a little bit on these facts by saying that the labor costs of the deeper draft boats mentioned in that statement would exceed \$30,000,000.00. Utilizing U. S. Department of Labor figures for effective payroll impact on communities, it should be pointed out that the construction of the boats mentioned in my February 22, 1975 statement utilizing today's wage rates created a payroll in excess of \$50,000,000.00 for the Slidell area. With your proposed Seabrook locks that \$50,000,000.00 in payroll for the Slidell area would not have existed.

Subsequent contracts by Southern Shipbuilding Corporation since February, 1975 have been for shallower draft vessels including hopper dredges which have not created a navigation problem through Lake Pontchartrain and the Seabrook Bridge or proposed locks. However, I would like at this time to again stress the fact that because of the devaluation of the dollar on the world market, Southern Shipbuilding Corporation will find itself in the near future in a position to compete in the world wide shipbuilding market. The construction of the proposed locks at Seabrook would immediately preclude Southern Shipbuilding Corporation from the world market and thereby reduce the U. S. balance of payments by several tens of millions of dollars during the years to come.

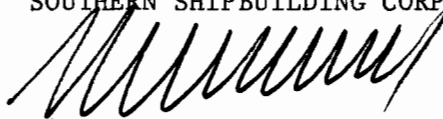
In my February, 1975 statement, I purposely stayed away from making any ecological comments on the hurricane protection barrier system for Lake Pontchartrain because I felt that there was going to be enough expert testimony given on that subject. However, since that time, I have had the pleasure of serving on the Coastal Zone Advisory Committee for St. Tammany Parish as well as on the New Orleans Area Citizens Advisory Committee for the Regional Planning Commission for the "208" Water Quality Act. Therefore at this time, I feel that I can ask certain questions with respect to the ecology of Lake Pontchartrain as it will be affected by this enjoined Lake Pontchartrain hurricane barrier plan.



1. Will the erection of a barrier effectively eliminate the tidal flushing of the lake? Will this barrier, plus the sill at the barrier increase the BOD of the lower part of the lake and lead to a dead lake? Will the influx of pollutants by the streams and bayous that empty into the lake be trapped in the lake? Will salinity also decrease? Will these changes significantly reduce the existing marine life as presently exists?
2. Will this barrier plan, in fact, protect New Orleans or the Northshore from inundation by major tropical storms on a critical plan? If inundation does occur, will the source of flooding come from the Gulf of Mexico or Lake Pontchartrain?
3. Will the rapid accumulation of detritus and sediment in the lake reduce its mean depth within a few years? Will the turbidity of Lake Pontchartrain be increased to a level where very little recreational use of the lake be made by the general public?
4. Will the environmental damage done by the erection of the barrier be reversible during our life time, or during future generations?

I certainly appreciate having had the opportunity of making comments on this proposed hurricane protection plan and stand ready to answer any further questions you may have on the subjects I have covered above.

Very truly yours,  
SOUTHERN SHIPBUILDING CORPORATION



Alain R. Seligman  
President

CC: Honorable Robert Livingston  
1233 Longworth Bldg.  
Washington, D. C. 20515

Honorable Ed. C. Scoggin  
2063 Second Street  
Slidell, Louisiana

Louisiana Coastal Zone Advisory Committee  
Covington, Louisiana

Citizens Advisory Committee  
"208" Water Quality Program

ARS/dg  
Enc.

STATEMENT PREPARED BY A. SELIGMAN  
SOUTHERN SHIPBUILDING CORPORATION  
FOR PRESENTATION TO THE U. S. ARMY CORP OF ENGINEERS  
ON FEBRUARY 22, 1975

LADIES AND GENTLEMEN, COLONEL HEIBERG,

SOUTHERN SHIPBUILDING CORPORATION HAS BEEN IN EXISTENCE SINCE 1957, ON THE BANKS OF BAYOU BONFOUCA IN SLIDELL, LOUISIANA. THERE HAS BEEN A SHIPYARD AT THAT SAME LOCATION SINCE BEFORE THE TURN OF THE CENTURY. SINCE THE INCEPTION OF SOUTHERN SHIPBUILDING CORPORATION, IN 1957, THE SHIPYARD IN SLIDELL HAS GENERATED MORE THAN FIFTY MILLION DOLLARS IN DIRECT PAYROLL. WE ARE CURRENTLY GENERATING IN EXCESS OF FOUR MILLION DOLLARS PER YEAR OF PAYROLL FOR THE SLIDELL AREA.

WE HAVE REQUESTED THE HELP OF THE U. S. ARMY CORPS OF ENGINEERS SEVERAL TIMES FOR CHANNEL IMPROVEMENTS ON BAYOU BONFOUCA AND IN THE APPROACH IN LAKE PONTCHARTRAIN, AND WE HAVE RECEIVED, TWICE, PARTIAL HELP FROM THE U. S. ARMY CORPS OF ENGINEERS IN NEW PROJECT OR MAINTENANCE DREDGING. THERE HAS BEEN NO MAINTENANCE DREDGING DONE ON BAYOU BONFOUCA OR IN THE LAKE PONTCHARTRAIN APPROACH CHANNEL SINCE 1963.

WE AT SOUTHERN SHIPBUILDING CORPORATION HAVE USED ALL SORTS OF DEVIOUS METHODS TO TAKE OUT DEEP DRAFT BOATS. THESE METHODS HAVE INCLUDED THE USE OF DERRICK BARGES TO PARTIALLY LIFT OUT BOATS, THE USE OF PONTOONS TO PARTIALLY LIFT OUT BOATS. A SURVEY OF THE DEEPER DRAFT BOATS BUILT BY SOUTHERN SHIPBUILDING CORPORATION SINCE 1957 GIVE THE FOLLOWING RESULTS:

WE BUILT IN SLIDELL THIRTY-ONE (31) BOATS WITH DRAFT OF APPROXIMATELY 14 FT., WE BUILT FIFTEEN (15) BOATS WITH DRAFT OF APPROXIMATELY 16 FT., AND WE HAVE BUILT AND/OR ARE CURRENTLY

BUILDING FOUR (4) BOATS WITH DRAFTS IN EXCESS OF 20 FT. THE PROBLEMS IN GETTING THESE BOATS FROM SLIDELL TO NEW ORLEANS HAVE BEEN DIFFICULT BUT RESOLVABLE IN ALL CASES, WHEN PONTOONS ARE USED TO TAKE OUT SOME OF THE DEEPER DRAFT BOATS, IT IS NECESSARY THAT THESE PONTOONS BE REMOVED FROM THE BOAT THEY ARE HELPING AND LIGHTENING IN APPROXIMATELY 20 FT. OF WATER. THIS IS USUALLY PERFORMED IMMEDIATELY NORTH OF THE SEABROOK BRIDGE ADJACENT TO THE NEW ORLEANS AIRPORT.

FROM THE ABOVE TABULATION OF BOATS BUILT BY SOUTHERN SHIPBUILDING CORPORATION, I THINK THE NEFARIOUS AFFECT OF THE PROPOSED LOCKS AT THE SEABROOK IS SELF EVIDENT FOR ALL PRACTICAL PURPOSES. NONE OF THE FIFTY (50) BOATS LISTED ABOVE COULD HAVE BEEN BUILT BY SOUTHERN SHIPBUILDING CORPORATION HAD THE PROPOSED SEABROOK LOCKS BEEN IN EXISTENCE DURING THE PAST EIGHTEEN (18) YEARS.

IT MIGHT BE ADDITIONALLY POINTED OUT THAT THE CONSTRUCTION OF THIS TYPE OF BOAT BY SOUTHERN SHIPBUILDING CORPORATION NOT ONLY HAS AN EFFECT ON THE SLIDELL AREA WHERE THE BENEFITS OF THE PAYROLL ACCRUE, BUT ALSO HAVE AN EFFECT ON THE OVERALL ECONOMY OF THE UNITED STATES FOR MOST OF THE BOATS CURRENTLY UNDER CONSTRUCTION AT SOUTHERN SHIPBUILDING CORPORATION ARE GOING TO BE USED EITHER IN THE ENERGY PRODUCING BUSINESS, THE ENERGY TRANSPORTATION BUSINESS, OR THE FOOD TRANSPORTATION BUSINESS. I DON'T THINK IT IS NECESSARY TO MENTION HOW CRITICAL TO THE WELFARE OF THE ECONOMY OF THE UNITED STATES THE FOOD PRODUCING AND ENERGY INDUSTRIES ARE. ADDITIONALLY, IT MIGHT BE POINTED OUT THAT SOME OF THE BOATS BUILT BY SOUTHERN SHIPBUILDING CORPORATION IN THE PAST WERE BUILT FOR FOREIGN COUNTRIES AND HELPED REDUCE THE DAILY BALANCE OF PAYMENT DEFICIT FACED IN THE UNITED STATES. IN 1972, SOUTHERN SHIPBUILDING

CORPORATION WAS ONE OF THE UNITED STATES' FIVE HUNDRED LARGEST EXPORTERS. WE CERTAINLY ANTICIPATE THAT WE SHALL BE IN THAT POSITION AGAIN.

IN CONCLUSION, LET ME STATE THAT WE SHALL NOT JUDGE THE LAKE PONTCHARTRAIN HURRICANE PROTECTION BARRIER SYSTEM; WE SHALL NOT JUDGE THE EFFECT ON THE PEOPLE OF NEW ORLEANS OR ON THE PEOPLE OF ST. TAMMANY PARISH; WE SHALL NOT JUDGE ON THE IMPACT THIS PROTECTION SYSTEM WILL HAVE ON THE ECOLOGY OF LAKE PONTCHARTRAIN AND SURROUNDING WATERS; FOR I AM SURE THAT DURING THE DAY THERE WILL BE MANY PEOPLE WHO WILL ADDRESS THEMSELVES TO THOSE SUBJECTS. WE SHALL, HOWEVER, STATE THAT EVEN THOUGH WE WOULD PREFER TO HAVE A 90 FT. WIDTH ON THE SEABROOK LOCKS, WE WILL SETTLE FOR 84 FT. HOWEVER, UNDER NO CONDITION CAN THE SURVIVAL OF SOUTHERN SHIPBUILDING CORPORATION AND ITS CONTINUED GROWTH IN THE YEARS TO COME BE HEALTHY WITHOUT A 20 FT. SILL DEPTH AT THE SEABROOK LOCKS. IT IS MOST PROBABLE THAT I SHALL REGRET TEN OR FIFTEEN YEARS HENCE FOR HAVING AGREED TO A 20 FT. DEPTH ON THOSE SILLS FOR TRADITIONALLY, CLEARANCES ON BRIDGES, LOCKS, ETC. ARE ALWAYS TOO SMALL WHEN LOOKED UPON IN RETROSPECT; BUT SOUTHERN SHIPBUILDING CORPORATION WILL ONLY BE ABLE TO PLAY THE PART IT MUST IN RESOLVING THE ENERGY SHORTAGE AND THE WORLD FOOD SHORTAGE IF ITS NAVIGATION CAPABILITIES FROM SLIDELL TO NEW ORLEANS ARE NOT IMPAIRED AND A 20 FT. LOCK SILL DEPTH IS THE ONLY WAY NOW THAT IT WILL NOT BE IMPAIRED.

PLEASE NOTE THAT I HAVE MADE NO MENTION OF THE ADDITIONAL COST TO SOUTHERN SHIPBUILDING CORPORATION OF LOCKING THROUGH

THE SEABROOK BRIDGE. THIS IS A COST THAT AS RESPONSIBLE  
CITIZENS WE SHALL TAKE UPON OURSELVES, BUT WE MUST HAVE OUR  
20 FT. SILL DEPTH. THANK YOU VERY MUCH.



IN REPLY REFER TO  
LMNED-MP

3 October 1978

Mr. Alain R. Seligman, President  
Southern Shipbuilding Corporation  
P.O. Box 1089  
Slidell, Louisiana 70458

Dear Mr. Seligman:

Thank you for your letter of 20 September 1978 concerning the Lake Pontchartrain and Vicinity Hurricane Protection project and its impact on the related shipbuilding activities in the area. Responses such as yours will aid us in making design decisions concerning the size and draft requirements for the navigation structures.

As you know the court has enjoined construction on the barrier portion of this project, until a revised environmental impact statement can be filed with the Environmental Protection Agency. As a result of the court order, we are conducting extensive reanalysis of the potential adverse environmental impact of the authorized project. Included in our restudy are a number of possible alternative plans to the authorized project. Upon completion of these studies, we expect to be able to provide quantitative answers to questions concerning the impact of the barrier plan on the Lake Pontchartrain ecosystem. Since these studies won't be completed until March 1981, I am unable at this time to supply specific answers to the questions you pose on page 2 of your letter.

If I may be of any other assistance in this matter, please contact me.

Sincerely yours,

THOMAS A. SANDS  
Colonel, CE  
District Engineer

BARTON  
LMNED-MP

HARRINGTON  
LMNED-M

CHATRY  
LMNED

Exec Ofc



**SOUTHERN SHIPBUILDING CORPORATION**  
POST OFFICE BOX 1089 • SLIDELL, LOUISIANA 70458

504-843-3144  
IN NEW ORLEANS 523-8394

TWX 510-996-66

September 20, 1978

Colonel Thomas A. Sands, District Engineer  
New Orleans District, Corps of Engineers  
Department of the Army  
P. O. Box 60267  
New Orleans, Louisiana 70160

Reference: LMNED-MP

Dear Colonel Sands:

I have received your letter of September 6, 1978 and would like to respond as follows:

I am taking the liberty of enclosing herewith a statement which I presented at a hearing held by the U. S. Army Corps of Engineers on February 22, 1975. The facts contained in that statement still hold true. I might expand a little bit on these facts by saying that the labor costs of the deeper draft boats mentioned in that statement would exceed \$30,000,000.00. Utilizing U. S. Department of Labor figures for effective payroll impact on communities, it should be pointed out that the construction of the boats mentioned in my February 22, 1975 statement utilizing today's wage rates created a payroll in excess of \$50,000,000.00 for the Slidell area. With your proposed Seabrook locks that \$50,000,000.00 in payroll for the Slidell area would not have existed.

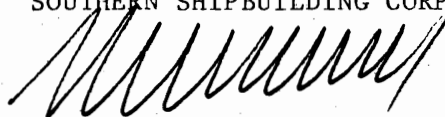
Subsequent contracts by Southern Shipbuilding Corporation since February, 1975 have been for shallower draft vessels including hopper dredges which have not created a navigation problem through Lake Pontchartrain and the Seabrook Bridge or proposed locks. However, I would like at this time to again stress the fact that because of the devaluation of the dollar on the world market, Southern Shipbuilding Corporation will find itself in the near future in a position to compete in the world wide shipbuilding market. The construction of the proposed locks at Seabrook would immediately preclude Southern Shipbuilding Corporation from the world market and thereby reduce the U. S. balance of payments by several tens of millions of dollars during the years to come.

In my February, 1975 statement, I purposely stayed away from making any ecological comments on the hurricane protection barrier system for Lake Ponchartrain because I felt that there was going to be enough expert testimony given on that subject. However, since that time, I have had the pleasure of serving on the Coastal Zone Advisory Committee for St. Tammany Parish as well as on the New Orleans Area Citizens Advisory Committee for the Regional Planning Commission for the "208" Water Quality Act. Therefore at this time, I feel that I can ask certain questions with respect to the ecology of Lake Pontchartrain as it will be affected by this enjoined Lake Pontchartrain hurricane barrier plan.

1. Will the erection of a barrier effectively eliminate the tidal flushing of the lake? Will this barrier, plus the sill at the barrier increase the BOD of the lower part of the lake and lead to a dead lake? Will the influx of pollutants by the streams and bayous that empty into the lake be trapped in the lake? Will salinity also decrease? Will these changes significantly reduce the existing marine life as presently exists?
2. Will this barrier plan, in fact, protect New Orleans or the Northshore from inundation by major tropical storms on a critical plan? If inundation does occur, will the source of flooding come from the Gulf of Mexico or Lake Pontchartrain?
3. Will the rapid accumulation of detritus and sediment in the lake reduce its mean depth within a few years? Will the turbidity of Lake Pontchartrain be increased to a level where very little recreational use of the lake be made by the general public?
4. Will the environmental damage done by the erection of the barrier be reversible during our life time, or during future generations?

I certainly appreciate having had the opportunity of making comments on this proposed hurricane protection plan and stand ready to answer any further questions you may have on the subjects I have covered above.

Very truly yours,  
SOUTHERN SHIPBUILDING CORPORATION



Alain R. Seligman  
President

CC: Honorable Robert Livingston  
1233 Longworth Bldg.  
Washington, D. C. 20515

Honorable Ed. C. Scoggin  
2063 Second Street  
Slidell, Louisiana

Louisiana Coastal Zone Advisory Committee  
Covington, Louisiana

Citizens Advisory Committee  
"208" Water Quality Program

ARS/dg  
Enc.

STATEMENT PREPARED BY A. R. BELLOMAN  
SOUTHERN SHIPBUILDING CORPORATION  
FOR PRESENTATION TO THE U. S. ARMY CORP OF ENGINEERS  
ON FEBRUARY 22, 1975

LADIES AND GENTLEMEN, COLONEL HEIBERG,

SOUTHERN SHIPBUILDING CORPORATION HAS BEEN IN EXISTENCE SINCE 1957, ON THE BANKS OF BAYOU BONFOUCA IN SLIDELL, LOUISIANA. THERE HAS BEEN A SHIPYARD AT THAT SAME LOCATION SINCE BEFORE THE TURN OF THE CENTURY. SINCE THE INCEPTION OF SOUTHERN SHIPBUILDING CORPORATION, IN 1957, THE SHIPYARD IN SLIDELL HAS GENERATED MORE THAN FIFTY MILLION DOLLARS IN DIRECT PAYROLL. WE ARE CURRENTLY GENERATING IN EXCESS OF FOUR MILLION DOLLARS PER YEAR OF PAYROLL FOR THE SLIDELL AREA.

WE HAVE REQUESTED THE HELP OF THE U. S. ARMY CORPS OF ENGINEERS SEVERAL TIMES FOR CHANNEL IMPROVEMENTS ON BAYOU BONFOUCA AND IN THE APPROACH IN LAKE PONTCHARTRAIN, AND WE HAVE RECEIVED, TWICE, PARTIAL HELP FROM THE U. S. ARMY CORPS OF ENGINEERS IN NEW PROJECT OR MAINTENANCE DREDGING. THERE HAS BEEN NO MAINTENANCE DREDGING DONE ON BAYOU BONFOUCA OR IN THE LAKE PONTCHARTRAIN APPROACH CHANNEL SINCE 1963.

WE AT SOUTHERN SHIPBUILDING CORPORATION HAVE USED ALL SORTS OF DEVIOUS METHODS TO TAKE OUT DEEP DRAFT BOATS. THESE METHODS HAVE INCLUDED THE USE OF DERRICK BARGES TO PARTIALLY LIFT OUT BOATS, THE USE OF PONTOONS TO PARTIALLY LIFT OUT BOATS. A SURVEY OF THE DEEPER DRAFT BOATS BUILT BY SOUTHERN SHIPBUILDING CORPORATION SINCE 1957 GIVE THE FOLLOWING RESULTS:

WE BUILT IN SLIDELL THIRTY-ONE (31) BOATS WITH DRAFT OF APPROXIMATELY 14 FT., WE BUILT FIFTEEN (15) BOATS WITH DRAFT OF APPROXIMATELY 16 FT., AND WE HAVE BUILT AND/OR ARE CURRENTLY

---

BUILDING FOUR (4) BOATS WITH DRAFTS IN EXCESS OF 20 FT. THE PROBLEMS IN GETTING THESE BOATS FROM SLIDELL TO NEW ORLEANS HAVE BEEN DIFFICULT BUT RESOLVABLE IN ALL CASES, WHEN PONTOONS ARE USED TO TAKE OUT SOME OF THE DEEPER DRAFT BOATS, IT IS NECESSARY THAT THESE PONTOONS BE REMOVED FROM THE BOAT THEY ARE HELPING AND LIGHTENING IN APPROXIMATELY 20 FT. OF WATER. THIS IS USUALLY PERFORMED IMMEDIATELY NORTH OF THE SEABROOK BRIDGE ADJACENT TO THE NEW ORLEANS AIRPORT.

FROM THE ABOVE TABULATION OF BOATS BUILT BY SOUTHERN SHIPBUILDING CORPORATION, I THINK THE NEFARIOUS AFFECT OF THE PROPOSED LOCKS AT THE SEABROOK IS SELF EVIDENT FOR ALL PRACTICAL PURPOSES. NONE OF THE FIFTY (50) BOATS LISTED ABOVE COULD HAVE BEEN BUILT BY SOUTHERN SHIPBUILDING CORPORATION HAD THE PROPOSED SEABROOK LOCKS BEEN IN EXISTENCE DURING THE PAST EIGHTEEN (18) YEARS.

IT MIGHT BE ADDITIONALLY POINTED OUT THAT THE CONSTRUCTION OF THIS TYPE OF BOAT BY SOUTHERN SHIPBUILDING CORPORATION NOT ONLY HAS AN EFFECT ON THE SLIDELL AREA WHERE THE BENEFITS OF THE PAYROLL ACCRUE, BUT ALSO HAVE AN EFFECT ON THE OVERALL ECONOMY OF THE UNITED STATES FOR MOST OF THE BOATS CURRENTLY UNDER CONSTRUCTION AT SOUTHERN SHIPBUILDING CORPORATION ARE GOING TO BE USED EITHER IN THE ENERGY PRODUCING BUSINESS, THE ENERGY TRANSPORTATION BUSINESS, OR THE FOOD TRANSPORTATION BUSINESS. I DON'T THINK IT IS NECESSARY TO MENTION HOW CRITICAL TO THE WELFARE OF THE ECONOMY OF THE UNITED STATES THE FOOD PRODUCING AND ENERGY INDUSTRIES ARE. ADDITIONALLY, IT MIGHT BE POINTED OUT THAT SOME OF THE BOATS BUILT BY SOUTHERN SHIPBUILDING CORPORATION IN THE PAST WERE BUILT FOR FOREIGN COUNTRIES AND HELPED REDUCE THE DAILY BALANCE OF PAYMENT DEFICIT

---

CORPORATION WAS ONE OF THE UNITED STATES' FIVE HUNDRED LARGEST EXPORTERS. WE CERTAINLY ANTICIPATE THAT WE SHALL BE IN THAT POSITION AGAIN.

IN CONCLUSION, LET ME STATE THAT WE SHALL NOT JUDGE THE LAKE PONTCHARTRAIN HURRICANE PROTECTION BARRIER SYSTEM; WE SHALL NOT JUDGE THE EFFECT ON THE PEOPLE OF NEW ORLEANS OR ON THE PEOPLE OF ST. TAMMANY PARISH; WE SHALL NOT JUDGE ON THE IMPACT THIS PROTECTION SYSTEM WILL HAVE ON THE ECOLOGY OF LAKE PONTCHARTRAIN AND SURROUNDING WATERS; FOR I AM SURE THAT DURING THE DAY THERE WILL BE MANY PEOPLE WHO WILL ADDRESS THEMSELVES TO THOSE SUBJECTS. WE SHALL, HOWEVER, STATE THAT EVEN THOUGH WE WOULD PREFER TO HAVE A 90 FT. WIDTH ON THE SEABROOK LOCKS, WE WILL SETTLE FOR 84 FT. HOWEVER, UNDER NO CONDITION CAN THE SURVIVAL OF SOUTHERN SHIPBUILDING CORPORATION AND ITS CONTINUED GROWTH IN THE YEARS TO COME BE HEALTHY WITHOUT A 20 FT. SILL DEPTH AT THE SEABROOK LOCKS. IT IS MOST PROBABLE THAT I SHALL REGRET TEN OR FIFTEEN YEARS HENCE FOR HAVING AGREED TO A 20 FT. DEPTH ON THOSE SILLS FOR TRADITIONALLY, CLEARANCES ON BRIDGES, LOCKS, ETC. ARE ALWAYS TOO SMALL WHEN LOOKED UPON IN RETROSPECT; BUT SOUTHERN SHIPBUILDING CORPORATION WILL ONLY BE ABLE TO PLAY THE PART IT MUST IN RESOLVING THE ENERGY SHORTAGE AND THE WORLD FOOD SHORTAGE IF ITS NAVIGATION CAPABILITIES FROM SLIDELL TO NEW ORLEANS ARE NOT IMPAIRED AND A 20 FT. LOCK SILL DEPTH IS THE ONLY WAY NOW THAT IT WILL NOT BE IMPAIRED.

PLEASE NOTE THAT I HAVE MADE NO MENTION OF THE ADDITIONAL COST TO SOUTHERN SHIPBUILDING CORPORATION OF LOCKING THROUGH

---



THE SEABROOK BRIDGE. THIS IS A COST THAT AS RESPONSIBLE  
CITIZENS WE SHALL TAKE UPON OURSELVES, BUT WE MUST HAVE OUR  
20 FT. SILL DEPTH. THANK YOU VERY MUCH.

LMNED-MP

Lake Pontchartrain & Vicinity Hurricane Protection  
Project—Coordination with Navigation Interests

C/Planning Div

C/Engineering Div

2 Oct 78

Mr. Stutts/ph/303

1. Inclosure 1 is a copy of a form letter that was mailed to shallow draft navigation interests (approximately 400) concerning the subject project.
2. The significant responses to date to this inquiry are attached as Incl 2. They are provided for your information and inclusion in your Phase I GDM.
3. As additional replies are received, they will be forwarded to your division.

2 Incl  
as

CHATRY

~~Mr. Seal~~

~~Mr. Harrington~~

~~Mr. Barton~~ <sup>18/10</sup>

---

**ROUTING SLIP**  
(AR 340-15)

NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS.

TO	INITIALS	DATE
District Engineer		
Deputy Dist Engr		
Executive Asst		
Environmental Off		
ADPC		
Audit		
Comptroller		
Construction Div		
<b>X</b> Engineering Div	<b>*</b>	
EEO Officer		
Office Admin Svcs		
Office of Counsel		
Ofc of Mgt Analysis		
Operations Div		
Personnel Ofc		
Planning Div		
Proc & Sup Div		
Program Dev Ofc		
Public Affairs Ofc		
Real Estate Div		
Safety Ofc		
Value Engineer		
<b>*CF: LMNEY</b>		

CHECK ACTION DESIRED

INFOR- MATION	SIGNA- TURE	NOTE AND RETURN	
CIR- CULATE	NECES- SARY ACTION	SEE ME	

FROM **LMNAS-5** TELEPHONE \_\_\_\_\_ DATE **11 Oct**

ORGANIZATION \_\_\_\_\_



PRESTRESSED CONCRETE PRODUCTS CO., INC.

P. O. DRAWER 1

MANDEVILLE, LA.

PHONE 626-8156

70448

October 9, 1978

D. W. MILHAN  
SENIOR VICE PRESIDENT  
& GENERAL MANAGER

United States Dept. of the Army  
N. O. District Corps of Engineers  
P. O. Box 60267  
New Orleans, La. 70160

RE: LMNED-MP

ATTN: Col. Thomas A. Sands, District Engineer

Gentlemen:

We received your letter of September 6th, outlining the possible hurricane protection structures and the related operation of the structures for navigation interests.

As one of the largest users of Lake Pontchartrain and adjoining waterways for delivery of our concrete products, we are vitally interested in the control structures and, particularly, any features that will cause further delays in water transportation similar to the delays experienced over past years at the Inner Harbor Lock.

If the control structures are operated as you have stated, we anticipate that they will not be burdensome to our transportation interests and actually may be beneficial in minimizing several of the hazards during the severe tides.

Very truly yours,

PRESTRESSED CONCRETE PRODUCTS CO., INC.

DWM/er

D. W. MILHAN

MAIN OFFICE  
P.O. BOX 600  
LACOMBE, LOUISIANA 70445



SHIPYARD  
P. O. BOX 600  
LACOMBE, LA. 70445

September 27, 1978

Department of the Army  
New Orleans District, Corps of Engineers  
P. O. Box 60267  
New Orleans, La. 70160

Attention: Col. Thomas A. Sands

Gentlemen:

We are in receipt of your letter of September 6, 1978.

Enclosed please find a copy of A PROPOSAL TO COMPLETE THE LAKE PONTCHARTRAIN AND VICINITY PROJECT WITHOUT THE BARRIERS. This fairly well outlines our views in the matter and should enable the Corps to complete the Lake Pontchartrain and Vicinity Hurricane Project, save the allocated federal funds and achieve meaningful hurricane protection.

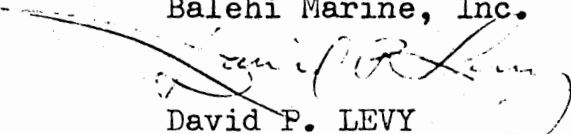
Congressmen Livingston, Breaux, Moore, Treen and Boggs and Senator Johnston have all indicated to this writer that they would be willing to introduce legislation if it be necessary to change the character of the project from a barrier plan to a modified high level plan along the lines of the enclosed proposal.

Additionally, it does not seem economically feasible to build the locks to sufficient sizes that would permit future traffic to use the lakes. Even if this were done the imposition of any locks would result in most of the recreational and fishing boats leaving the lake and locating elsewhere. Therefore, we are opposed to any locks no matter what sizes to which they might be constructed.

If there is a hearing or an opportunity existed to present this proposal in person, this writer would be most happy to appear.

Thanking you for your consideration of our views, we are,

Very truly yours,  
Balehi Marine, Inc.

  
David P. LEVY

DPL/sf





Getty Oil Company , P. O. Drawer 278, Gretna, Louisiana 70054

---

Southern Exploration and Production Division

September 25, 1978

Department of the Army  
New Orleans District, Corps of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160

Re: LMND-MP

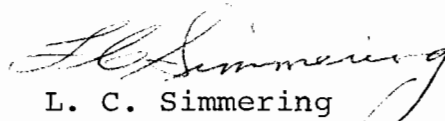
Gentlemen:

Getty Oil Company has no active operations in Lake Ponchartrain at this time and we have no operations planned in the Lake in the foreseeable future.

The eighty-four foot (84') and one hundred, ten foot (110') widths, plus the thirteen, fifteen and sixteen foot depths of the proposed locks would be more than adequate for our normal petroleum drilling and production operations. None of our marine equipment approaches the eighty-four foot width. It is remotely possible that we might build some equipment that could be limited by the thirteen foot depth of the proposed "Rigolets Complex".

Very truly yours,

GETTY OIL COMPANY

  
L. C. Simmering  
Area Superintendent

LCS/PSH/jh

**ROUTING SLIP**  
(AR 340-13)

NEVER USE FOR APPROVALS,  
DISAPPROVAL, CONCURRENCES,  
OR SIMILAR ACTIONS.

TO	INITIALS	DATE
District Engineer		
Deputy Dist Engr		
Executive Asst		
Environmental Off		
ADPC		
Audit		
Comptroller		
Construction Div		
X Engineering Div	*	
EEO Officer	<i>WBC</i>	
Office Admin Svcs	<i>WBC</i>	
Office of Counsel	<i>Barton</i>	
Ofc of Mgt Analysis		
Operations Div		
Personnel Ofc		
Planning Div		
Proc & Sup Div		
Program Dev Ofc		
Public Affairs Ofc		
Real Estate Div		
Safety Ofc		
Value Engineer		
* Cf: <i>WBC</i>		

CHECK ACTION DESIRED

INFOR- MATION	SIGNA- TURE	NOTE AND RETURN
CIR- CULATE	X NECE- SARY ACTION	SEE ME

FROM **LMNAS-4** TELEPHONE \_\_\_\_\_ DATE **27 Sep**

ORGANIZATION \_\_\_\_\_



# AVONDALE SHIPYARDS, INC.

A SUBSIDIARY OF OGDEN CORPORATION

P. O. BOX 50280, • NEW ORLEANS, LA. 70150 • PHONE: 436-2121 • AREA CODE 504

WESTERN UNION TELEX:

ENGINEERING AVONENG NLN 58-245  
PURCHASING AVONPUR NLN 58-246

September 22, 1978

Col. Thomas A. Sands, C.E.  
District Engineer  
Corps of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160

Reference: Your letter dated September 6, 1978 (LMNED-MP)

Dear Col. Sands:

We wish to congratulate you in your efforts to get the Lake Pontchartrain and Vicinity Hurricane Protection Project under way.

In addition to the hurricane protection feature, the navigation aspects are also of interest to our company as several of our sub-contractors use the lake for transportation. In discussion with one of these sub-contractors, they were recommending additional width of up to a minimum of 90 foot be used at the Seabrook Lock and the Chef Menteur structures. The lengths of the chambers as proposed appear to be adequate.

Should further assistance be required, please do not hesitate to contact us.

Sincerely yours,

AVONDALE SHIPYARDS, INC.

A. L. Bossier, Jr.  
President



DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 80267  
NEW ORLEANS, LOUISIANA 70160

IN REPLY REFER TO  
LMNED-MP

6 September 1978

Avondale Shipyards  
Melton Garrett, Vice-President  
Avondale, LA 70094

Dear Sir:

The Lake Pontchartrain, La. and Vicinity Hurricane Protection project was authorized in October 1965. Salient features of the project include, inter alia, barrier complexes in the Chef Menteur and Rigolets passes and at the intersection of the Inner Harbor Navigation Canal (IHNC) with Lake Pontchartrain (Seabrook). Refer to inclosure 1 for a project map and to inclosures 2, 3 and 4 for artist's renditions of these complexes.

The main function of the project is, of course, to provide hurricane protection for the area. But an integral part of the barrier system is navigation access for Lake Pontchartrain. With the barrier structures in place, adequate provisions for marine access must be incorporated into the overall project plan. Three avenues of marine access for Lake Pontchartrain are included in the project. They are the Seabrook Lock, the Rigolets Lock and the Chef Menteur Navigation structure.

90 The approved dimensions for the Seabrook Lock are 800-foot usable chamber length, 84-foot chamber width with a sill depth of -15.0 feet mean low gulf (m.l.g.). This lock will serve navigation by reducing adverse current velocities and eddies in the IHNC. Such currents jeopardize marine safety, erode channel banks and undermine wharves and bridge foundations along that canal.

The normal daily operating procedure for this structure provides for the lock gates to remain in the opened position allowing unimpaired vessel transit through the chamber, until the current velocity through the structure exceeds 3 feet per second (ft/s). The lock gates would then be closed and vessels would require lockage. Studies show that lockage would be required for about 7 hours over each 24-hour period.

6 September 1978

In advance of a hurricane, and throughout the storm, the lock gates will be closed. Locking operations will continue until safe lockages can no longer be accomplished. During such periods the flood control structure adjacent to the lock will provide flood relief to industrial concerns in the canal.

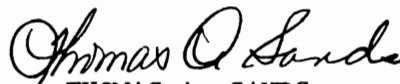
The currently planned dimensions for The Rigolets Lock are 800-foot usable chamber length, 110-foot chamber width, and a sill depth of -13.2 feet m.l.g. Like the Seabrook Lock, this structure will remain open during all normal conditions allowing free navigational transit, until the current velocities through the lock chamber become prohibitive for safe passage. Only then would vessels have to be locked through. Study reveals that locking would be required only for about 5 hours per day for 15 days of each month. During hurricane periods, the lock gates will be closed; however, lockages will be permitted on emergency bases until such operations can no longer be safely accomplished.

The dimensions planned for the Chef Menteur navigation structure are 84-foot width and a sill depth of -16.0 feet m.l.g. This structure will provide continuous uninterrupted access to the lake at Chef Menteur Pass during non-hurricane conditions. It will remain open at all times except when a serious storm or hurricane threatens from the Gulf. Under hurricane conditions, the structure would be closed coincident with the closure of the other barrier structures. Navigation would then be diverted through either the Seabrook Lock or the Rigolets Lock.

We have recently been enjoined from constructing the Rigolets and Chef Menteur complexes until a revised Environmental Impact Statement (EIS) is prepared. Integral to that process is a thorough evaluation of alternative plans for accomplishing the project purposes. As an individual (a firm) directly concerned with the navigation of Lake Pontchartrain and its connecting water courses we would appreciate your views relative to the navigation features of this project, as described above. We would find especially useful, in our evaluation, specific data, either quantitative or qualitative, which support your views.

We look forward to hearing from you at your earliest convenience, but would appreciate your response by 30 October 1978. If you have any questions, please contact Mr. Joe Dicharry (504-865-1121, extension 239) or Mr. Bob Guizerix (extension 445) of my staff.

Sincerely yours,



THOMAS A. SANDS  
Colonel, CE  
District Engineer

4 Incl  
As stated



**SOUTHERN SHIPBUILDING CORPORATION**

POST OFFICE BOX 1089 · SLIDELL, LOUISIANA 70458

504-843-3144  
IN NEW ORLEANS 523-8394

TWX 510-998-6E

September 20, 1978

Colonel Thomas A. Sands, District Engineer  
New Orleans District, Corps of Engineers  
Department of the Army  
P. O. Box 60267  
New Orleans, Louisiana 70160

Reference: LMNED-MP

Dear Colonel Sands:

I have received your letter of September 6, 1978 and would like to respond as follows:

I am taking the liberty of enclosing herewith a statement which I presented at a hearing held by the U. S. Army Corps of Engineers on February 22, 1975. The facts contained in that statement still hold true. I might expand a little bit on these facts by saying that the labor costs of the deeper draft boats mentioned in that statement would exceed \$30,000,000.00. Utilizing U. S. Department of Labor figures for effective payroll impact on communities, it should be pointed out that the construction of the boats mentioned in my February 22, 1975 statement utilizing today's wage rates created a payroll in excess of \$50,000,000.00 for the Slidell area. With your proposed Seabrook locks that \$50,000,000.00 in payroll for the Slidell area would not have existed.

Subsequent contracts by Southern Shipbuilding Corporation since February, 1975 have been for shallower draft vessels including hopper dredges which have not created a navigation problem through Lake Pontchartrain and the Seabrook Bridge or proposed locks. However, I would like at this time to again stress the fact that because of the devaluation of the dollar on the world market, Southern Shipbuilding Corporation will find itself in the near future in a position to compete in the world wide shipbuilding market. The construction of the proposed locks at Seabrook would immediately preclude Southern Shipbuilding Corporation from the world market and thereby reduce the U. S. balance of payments by several tens of millions of dollars during the years to come.

In my February, 1975 statement, I purposely stayed away from making any ecological comments on the hurricane protection barrier system for Lake Pontchartrain because I felt that there was going to be enough expert testimony given on that subject. However, since that time, I have had the pleasure of serving on the Coastal Zone Advisory Committee for St. Tammany Parish as well as on the New Orleans Area Citizens Advisory Committee for the Regional Planning Commission for the "208" Water Quality Act. Therefore at this time, I feel that I can ask certain questions with respect to the ecology of Lake Pontchartrain as it will be affected by this enjoined Lake Pontchartrain hurricane barrier plan.

1. Will the erection of a barrier effectively eliminate the tidal flushing of the lake? Will this barrier, plus the sill at the barrier increase the BOD of the lower part of the lake and lead to a dead lake? Will the influx of pollutants by the streams and bayous that empty into the lake be trapped in the lake? Will salinity also decrease? Will these changes significantly reduce the existing marine life as presently exists?
2. Will this barrier plan, in fact, protect New Orleans or the Northshore from inundation by major tropical storms on a critical plan? If inundation does occur, will the source of flooding come from the Gulf of Mexico or Lake Pontchartrain?
3. Will the rapid accumulation of detritus and sediment in the lake reduce its mean depth within a few years? Will the turbidity of Lake Pontchartrain be increased to a level where very little recreational use of the lake be made by the general public?
4. Will the environmental damage done by the erection of the barrier be reversible during our life time, or during future generations?

I certainly appreciate having had the opportunity of making comments on this proposed hurricane protection plan and stand ready to answer any further questions you may have on the subjects I have covered above.

Very truly yours,  
SOUTHERN SHIPBUILDING CORPORATION



Alain R. Seligman  
President

CC: Honorable Robert Livingston  
1233 Longworth Bldg.  
Washington, D. C. 20515

Honorable Ed. C. Scoggin  
2063 Second Street  
Slidell, Louisiana

Louisiana Coastal Zone Advisory Committee  
Covington, Louisiana

Citizens Advisory Committee  
"208" Water Quality Program

ARS/dg  
Enc.



**ROUTING SLIP**  
(AR 340-13)

NEVER USE FOR APPROVALS,  
DISAPPROVALS, CONCURRENCES,  
OR SIMILAR ACTIONS.

TO	INITIALS	DATE
District Engineer		
Deputy Dist Engr		
Executive Asst		
Environmental Off		
ADPC		
Audit		
Comptroller		
Construction Div		
X Engineering Div	*	
EEO Officer	<i>WMB</i>	
Office Admin Svcs	<i>W. Haining</i>	
Office of Counsel	<i>Barton</i>	
Ofc of Mgt Analysis		
Operations Div		
Personnel Ofc		
Planning Div		
Proc & Sup Div		
Program Dev Ofc		
Public Affairs Ofc		
Real Estate Div		
Safety Ofc		
Value Engineer		
X C.F. LMNEY		

CHECK ACTION DESIRED

INFORMATION	SIGNATURE	NOTE AND RETURN
CIRCULATE	NECESSARY ACTION	SEE ME

FROM **LMNAS** TELEPHONE \_\_\_\_\_ DATE **20 Sep**  
ORGANIZATION \_\_\_\_\_



September 18, 1978

Colonel Thomas A. Sands  
District Engineer  
Department of the Army  
New Orleans District  
Corps of Engineers  
Post Office Box 60267  
New Orleans, Louisiana 70160

Re: Lake Pontchartrain, La. & Vicinity  
Hurricane Protection Project

Dear Sir:

Reference is made to your letter of 6 September 1978, regarding the Lake Pontchartrain and Vicinity Hurricane Protection Project, your file LMNED-MP. We have not seen any of the environmental impact documents and in accordance with your suggestion, we will address only the locks and navigational features of the Project as they relate to operation of offshore supply and other marine equipment used in support of drilling and development of underground hydrocarbon resources.

At present, there is some oil exploitation activity on the Lake using small to medium sized supply boats. Future activity is difficult to predict; however, it is possible that it may intensify, thereby oilfield supply boat traffic will naturally increase. It is probable that medium sized supply vessels of 8-12 foot mean draft will continue to be satisfactory for this service. From perusal of the sketches and descriptive data, the locks and navigation structures appear adequate in size and sill depths for the kinds of vessels this industry now operates; however, a substantial acceleration of marine type oil field activity on the Lake side of the locks and structures might, in time, prove those depths marginal for some operators. This is thought to be unlikely, yet, the new generation of supply boats are larger and operate at greater drafts averaging 10-14 foot mean loaded draft. Alternatively, tugs and barges have been used in shallow areas with known good weather characteristics.

**TIDEWATER INC.**  
1440 Canal Street, Suite 2100  
New Orleans, Louisiana 70112  
Telephone: 504-568-1010  
Telex: U.S.A. 58-4216

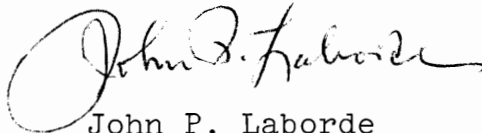
September 18, 1978

I have no data on the numbers of oil field supply vessel movements, etc., in the area of the planned navigation structures, but I would expect that much of this traffic would operate principally through the Seabrook structure.

I trust this has been responsive to your letter. Should you have specific questions regarding offshore marine service equipment characteristics, I will be pleased to try to respond.

Sincerely,

TIDEWATER INC.



John P. Laborde  
Chairman and President

JPL:cs

**ROUTING SLIP**  
(AR 340-13)

NEVER USE FOR APPROVALS,  
DISAPPROVALS, CONCURRENCES,  
OR SIMILAR ACTIONS.

TO	INITIALS	DATE
District Engineer		
Deputy Dist Engr		
Executive Asst		
Environmental Off		
ADPC		
Audit		
Comptroller		
Construction Div		
X Engineering Div	*	
EEO Officer	<i>Mr. Hamington</i>	
Office Admin Svcs		
Office of Counsel		
Ofc of Mgt Analysis		
Operations Div		
Personnel Ofc		
Planning Div		
Proc & Sup Div		
Program Dev Ofc		
Public Affairs Ofc		
Real Estate Div		
Safety Ofc		
Value Engineer		
X <del>WCCG</del> C.F.: LMNE		

CHECK ACTION DESIRED

INFOR- MATION	SIGNA- TURE	NOTE AND RETURN
CIR- CULATE	NECES- SARY ACTION	SEE ME

FROM **LMNAS** TELEPHONE DATE **19 Sep**

ORGANIZATION



**DOWELL** DIVISION OF THE DOW CHEMICAL COMPANY

September 13, 1978

SUITE 1260  
1010 COMMON STREET  
NEW ORLEANS, LA. 70112

Col. Thomas A. Sands  
Department of the Army  
New Orleans District  
Corps. of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160

Re: LMNED - MP

Dear Sir:

Dowell Division of the Dow Chemical Company services the oil and gas industry by furnishing materials and pumping services, along with necessary downhole tools and equipment vital to the drilling and completion of, and repairs to, oil and gas wells.

Dowell participates in operations carried out in the Gulf of Mexico, and in-shore waters (including waters affected by the subject proposed project) by the various drilling and producing companies.

Dowell operates from on-shore support bases strategically located as to minimize costly in-transit times.

Service and supply vessels operated by and for the operating companies, as well as Dowell boat and barge equipment, routinely transport materials, men and equipment from the on-shore bases to areas of operation.

Proposed schedules of lock operation do not appear burdensome to Dowell routine well servicing operations. However, emergencies such as blow outs and fires, though infrequent, do occur and time is of essence in getting Dowell high pressure pumping equipment and materials to the location. Hazard to personnel, equipment, and well production is minimized by attacking the problem with dispatch.

Dowell tug boats and barges draw (6) six feet of water at a maximum. Barges are 120' x 30'-35', tug boats are 51'-60' x 18'-20' and Dowell boats are 149' x 35' with maximum draft of 11'. Lock dimensions do not appear to present a problem.



Dowell operations involve various types of service work during the drilling and completion of and through the producing life of an oil and gas well, and may require trips to the well for many years.

Dowell is in favor of the project and appreciates the opportunity to comment.

Yours truly,

A handwritten signature in cursive script, reading "J. E. Richards". The signature is written in dark ink and is positioned above the typed name and title.

J. E. Richards  
Regional Manager

cm

**ROUTING SLIP**  
(AR 340-13)

NEVER USE FOR APPROVALS,  
DISAPPROVALS, CONCURRENCES,  
OR SIMILAR ACTIONS.

TO	INITIALS	DATE
District Engineer		
Deputy Dist Engr		
Executive Asst		
Environmental Off		
ADPC		
Audit		
Comptroller		
Construction Div		
X Engineering Div	*	
EEO Officer	<i>WJH</i>	
Office Admin Svcs	<i>WJH</i>	
Office of Counsel	<i>WJH</i>	
Ofc of Mgt Analysis	<i>Barton</i>	
Operations Div		
Personnel Ofc		
Planning Div		
Proc & Sup Div		
Program Dev Ofc		
Public Affairs Ofc		
Real Estate Div		
Safety Ofc		
Value Engineer		
* <i>cf. LMN</i>		

**CHECK ACTION DESIRED**

INFORMATION	SIGNATURE	NOTE AND RETURN
CIRCULATE	<input checked="" type="checkbox"/> NECESSARY ACTION	SEE ME

FROM: **LMNAS-** TELEPHONE: DATE: *13 Sep*

ORGANIZATION:



TELEX - 78448  
CABLE - "MADRIL"  
PHONE - 512 884-8834

JAMES C. STORM  
900 CORPUS CHRISTI NATIONAL BANK BUILDING  
CORPUS CHRISTI, TEXAS 78401

September 11, 1978

Department of the Army  
New Orleans District  
Corps of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160

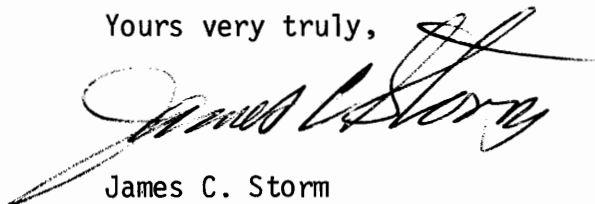
Attention: Colonel Thomas A. Sands

Re: LMNED-MP

Gentlemen:

In reply to your letter regarding planned construction at Lake Pontchartrain, this is to advise that I am not familiar with the navigation problems in this area. For this reason, I do not feel that I am in a position to evaluate this problem.

Yours very truly,



James C. Storm

JCS/gjs



DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 60267  
NEW ORLEANS, LOUISIANA 70160

IN REPLY REFER TO  
LMNED-MP

6 September 1978

Dear Sir:

The Lake Pontchartrain, La. and Vicinity Hurricane Protection project was authorized in October 1965. Salient features of the project include, inter alia, barrier complexes in the Chef Menteur and Rigolets passes and at the intersection of the Inner Harbor Navigation Canal (IHNC) with Lake Pontchartrain (Seabrook). Refer to inclosure 1 for a project map and to inclosures 2, 3 and 4 for artist's renditions of these complexes.

The main function of the project is, of course, to provide hurricane protection for the area. But an integral part of the barrier system is navigation access for Lake Pontchartrain. With the barrier structures in place, adequate provisions for marine access must be incorporated into the overall project plan. Three avenues of marine access for Lake Pontchartrain are included in the project. They are the Seabrook Lock, the Rigolets Lock and the Chef Menteur Navigation structure.

The approved dimensions for the Seabrook Lock are 800-foot usable chamber length, 84-foot chamber width with a sill depth of -15.0 feet mean low gulf (m.l.g.). This lock will serve navigation by reducing adverse current velocities and eddies in the IHNC. Such currents jeopardize marine safety, erode channel banks and undermine wharves and bridge foundations along that canal.

The normal daily operating procedure for this structure provides for the lock gates to remain in the opened position allowing unimpaired vessel transit through the chamber, until the current velocity through the structure exceeds 3 feet per second (ft/s). The lock gates would then be closed and vessels would require lockage. Studies show that lockage would be required for about 7 hours over each 24-hour period.

6 September 1978

In advance of a hurricane, and throughout the storm, the lock gates will be closed. Locking operations will continue until safe lockages can no longer be accomplished. During such periods the flood control structure adjacent to the lock will provide flood relief to industrial concerns in the canal.

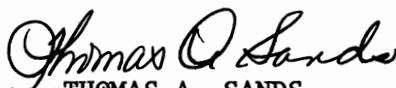
The currently planned dimensions for The Rigolets Lock are 800-foot usable chamber length, 110-foot chamber width, and a sill depth of -13.2 feet m.l.g. Like the Seabrook Lock, this structure will remain open during all normal conditions allowing free navigational transit, until the current velocities through the lock chamber become prohibitive for safe passage. Only then would vessels have to be locked through. Study reveals that locking would be required only for about 5 hours per day for 15 days of each month. During hurricane periods, the lock gates will be closed; however, lockages will be permitted on emergency bases until such operations can no longer be safely accomplished.

The dimensions planned for the Chef Menteur navigation structure are 84-foot width and a sill depth of -16.0 feet m.l.g. This structure will provide continuous uninterrupted access to the lake at Chef Menteur Pass during non-hurricane conditions. It will remain open at all times except when a serious storm or hurricane threatens from the Gulf. Under hurricane conditions, the structure would be closed coincident with the closure of the other barrier structures. Navigation would then be diverted through either the Seabrook Lock or the Rigolets Lock.

We have recently been enjoined from constructing the Rigolets and Chef Menteur complexes until a revised Environmental Impact Statement (EIS) is prepared. Integral to that process is a thorough evaluation of alternative plans for accomplishing the project purposes. As an individual (a firm) directly concerned with the navigation of Lake Pontchartrain and its connecting water courses we would appreciate your views relative to the navigation features of this project, as described above. We would find especially useful, in our evaluation, specific data, either quantitative or qualitative, which support your views.

We look forward to hearing from you at your earliest convenience, but would appreciate your response by 30 October 1978. If you have any questions, please contact Mr. Joe Dicharry (504-865-1121, extension 239) or Mr. Bob Guizerix (extension 445) of my staff.

Sincerely yours,



THOMAS A. SANDS  
Colonel, CE  
District Engineer

4 Incl  
As stated

Maybe will  
send to those

people who  
mentioned navigation  
at public meeting  
but are not navigation  
interests

~~Balher Marine~~

~~David Levy~~

St. Tammany Environmental Council

Slideell Sportsmen's League

Wilson Miramon

General Lumber & Supply Company, Inc.

Appraisal Associates

J. E. Throop

Wilkinson & Wilkinson

New Orleans Sportsman's League

*Mr. Richard*

IN REPLY REFER TO  
LMNED-MW

Dear Sir:

The Lake Pontchartrain, La. and Vicinity Hurricane Protection project was authorized in October 1965. Salient features of the project include, inter alia, barrier complexes in the Chef Menteur and Rigolets passes and at the intersection of the Inner Harbor Navigation Canal (IHNC) with Lake Pontchartrain (Seabrook). Refer to inclosure 1 for a project map and to inclosures 2, 3 and 4 for artist's renditions of these complexes.

The main function of the project is, of course, to provide hurricane protection for the area. But an integral part of the barrier system is navigation access for Lake Pontchartrain. With the barrier structures in place, adequate provisions for marine access must be incorporated into the overall project plan. Three avenues of marine access for Lake Pontchartrain are included in the project. They are the Seabrook Lock, the Rigolets Lock and the Chef Menteur Navigation structure.

The approved dimensions for the Seabrook Lock are 800-foot usable chamber length, 84-foot chamber width with a sill depth of -15.0 feet mean low gulf (m.l.g.). This lock will serve navigation by reducing adverse current velocities and eddies in the IHNC. Such currents jeopardize marine safety, erode channel banks and undermine wharves and bridge foundations along that canal.

The normal daily operating procedure for this structure provides for the lock gates to remain in the opened position allowing unimpaired vessel transit through the chamber, until the current velocity through the structure exceeds 3 feet per second (ft/s). The lock gates would then be closed and vessels would require lockage. Studies show that lockage would be required for about 7 hours over each 24-hour period.

LMNED-MP

In advance of a hurricane, and throughout the storm, the lock gates will be closed. Locking operations will continue until safe lockages can no longer be accomplished. During such periods the flood control structure adjacent to the lock will provide flood relief to industrial concerns in the canal.

The currently planned dimensions for The Rigolets Lock are 800-foot usable chamber length, 110-foot chamber width, and a sill depth of -13.2 feet m.l.g. Like the Seabrook Lock, this structure will remain open during all normal conditions allowing free navigational transit, until the current velocities through the lock chamber become prohibitive for safe passage. Only then would vessels have to be locked through. Study reveals that locking would be required only for about 5 hours per day for 15 days of each month. During hurricane periods, the lock gates will be closed; however, lockages will be permitted on emergency bases until such operations can no longer be safely accomplished.

The dimensions planned for the Chef Menteur navigation structure are 84-foot width and a sill depth of -16.0 feet m.l.g. This structure will provide continuous uninterrupted access to the lake at Chef Menteur Pass during non-hurricane conditions. It will remain open at all times except when a serious storm or hurricane threatens from the Gulf. Under hurricane conditions, the structure would be closed coincident with the closure of the other barrier structures. Navigation would then be diverted through either the Seabrook Lock or the Rigolets Lock.

We have recently been enjoined from constructing the Rigolets and Chef Menteur complexes until a revised Environmental Impact Statement (EIS) is prepared. Integral to that process is a thorough evaluation of alternative plans for accomplishing the project purposes. As an individual (a firm) directly concerned with the navigation of Lake Pontchartrain and its connecting water courses we would appreciate your views relative to the navigation features of this project, as described above. We would find especially useful, in our evaluation, specific data, either quantitative or qualitative, which support your views.

BARTON  
LMNED-MP

We look forward to hearing from you at your earliest convenience, but would appreciate your response by 30 October 1978. If you have any questions, please contact Mr. Joe Dicharry (504-865-1121, extension 239) or Mr. Bob Guizerix (extension 445) of my staff.

HARRINGTON  
LMNED-M

Sincerely yours,

BRUPBACHER  
LMNED-D

CHATRY  
LMNED

4 Incl  
As stated

THOMAS A. SANDS  
Colonel, CE  
District Engineer

Exec Ofc

D R A F T

Dear Sir:

The Lake Pontchartrain, La. and Vicinity Hurricane Protection project was authorized in October 1965. <sup>Salient</sup> ~~The predominate~~ features of the project <sup>include,</sup> ~~are~~ <sup>inter alia,</sup> barrier complexes in the Chef Menteur and Rigolets passes and at the intersection of the Inner Harbor Navigation Canal (IHNC) with Lake Pontchartrain (Seabrook). Refer to inclosure 1 for a project map and to inclosures 2, 3 and 4 for artist's renditions of these complexes.

The main function of the project is, of course, to provide hurricane protection for the area. But an integral part of the barrier system is navigation access for Lake Pontchartrain. With the barrier structures in place, adequate provisions for marine access must be incorporated into the overall project plan. Three avenues of marine access for Lake Pontchartrain are included in the project. They are the Seabrook Lock, the Rigolets Lock and the Chef Menteur Navigation structure.

The approved dimensions for the Seabrook Lock are 800-foot usable chamber length, 84-foot chamber width with a sill depth of -15.0 feet mean low gulf (m.l.g.). This lock will serve navigation by reducing adverse current velocities and eddies in the IHNC. Such currents jeopardize marine safety, erode channel banks and undermine wharves and bridge foundations along that canal.

The normal daily operating procedure for this structure provides for the lock gates to remain in the opened position allowing unimpaired vessel transit through the chamber, until the current velocity through the structure exceeds 3 feet per second (ft/s). The lock gates would then be closed and vessels would require lockage. Studies show that lockage would be required for about 7 hours over each 24-hour period.

In advance of a hurricane, and throughout the storm, the lock gates will be closed. Locking operations will continue until safe lockages can no longer be accomplished. During such periods the flood control structure adjacent to the lock will provide flood relief to industrial concerns in the canal.

The currently planned dimensions for The Rigolets Lock are 800-foot usable chamber length, 110-foot chamber width, and a sill depth of -13.2 feet m.l.g. Like the Seabrook Lock, this structure will remain open during all normal conditions allowing free navigational transit, until the current velocities through the lock chamber become prohibitive for safe passage. Only then would vessels have to be locked through. Study reveals that locking would be required only for about 5 hours per day for 15 days of each month. During hurricane periods, the lock gates will be closed; however, lockages will be permitted on emergency bases until such operations can no longer be safely accomplished.



The dimensions planned for the Chef Menteur navigation structure are 84-foot width and a sill depth of -16.0 feet m.l.g. This structure will provide continuous uninterrupted access to the lake at Chef Menteur Pass during non-hurricane conditions. <sup>It</sup> ~~This structure~~ will remain open at all times except when a serious storm or hurricane threatens from the Gulf. Under hurricane conditions, the structure would be closed coincident with the closure of the other barrier structures. Navigation would then be diverted through either the Seabrook Lock or the Rigolets Lock.

We have recently been enjoined from constructing the Rigolets and Chef Menteur complexes until a revised Environmental Impact Statement (EIS) is prepared. <sup>Integral to that process is a thorough evaluation of</sup> ~~Included in the revised EIS will be an alternative plans study.~~ <sup>accompanied by</sup> ~~Any reasonable suggestions you may have relative to the navigation~~ <sup>for accomplishing the project purposes.</sup> ~~study.~~ <sup>included in the revised EIS will be an alternative plans study.</sup>

<sup>handwritten especially useful, in our evaluation, specific data, which support your views.</sup> ~~features of this project, as described above, which are accompanied by detailed supportive data, would be welcomed and would be given appropriate consideration in the alternative plans study.~~

We look forward to hearing from you at your earliest convenience, <sup>but</sup> ~~and~~ would appreciate your response by 30 October 1978. If you have any questions, please contact Mr. Joe Dicharry (extension <sup>504-863-1171</sup> ~~239~~) or Mr. Bob Guizerix (extension 445) of my staff.

Sincerely yours,

4 Incl  
As stated

THOMAS A. SANDS  
Colonel, CE  
District Engineer

BARTON  
LARRINGTON  
BOYD  
GIBBY  
FRITZ

As an individual (a firm) directly concerned with the navigation of ~~the lake~~ <sup>the lake</sup> and its connecting waterways we would appreciate your views

with quantities or probability

(A)

ROUTING AND TRANSMITTAL SLIP

Date

18 Aug 78

TO: (Name, office symbol, room number, building, Agency/Post)

Initials Date

1. ~~MR. BARTON, LMNED-MP~~

EEB

2. ~~MR. HARRINGTON, LMNED-MP~~

WHA

3. ~~MR. SEALE, LMNED~~

WBS 8/22/78

4. Mr. CHATRY, LMNED

5.

Action	File	Note and Return
<input checked="" type="checkbox"/> Approval	For Clearance	Per Conversation
<input type="checkbox"/> As Requested	For Correction	Prepare Reply
<input type="checkbox"/> Circulate	For Your Information	See Me
<input type="checkbox"/> Comment	Investigate	Signature
<input type="checkbox"/> Coordination	Justify	

REMARKS

This is a "draft" letter to be sent to navigation interests to coordinate the size of the navigation structures for the Lake Pontchartrain project as part of the Alternative Plans Study. We have previously stated we would do this.

It is proposed to send this letter to the shallow-draft navigation interests listed on the automated mailing list, to a list of yacht clubs we will get from the Southern Yacht Club and to other interested parties who are not listed but have expressed interest. <sup>(continued on back)</sup>

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

FROM: (Name, org. symbol, Agency/Post)

Joe Dicharry

JFD

Room No.—Bldg.

Phone No.

239

5041-102

★U.S. GPO: 1977-241-530/3048

OPTIONAL FORM 41 (Rev. 7-76)  
Prescribed by GSA  
FPMR (41 CFR) 101-11.206

comments about this previously in letters,  
at the public meeting in Feb 75, etc.\*  
One question arises here. Rep.  
Scogin would fit into the last list  
above. But if you send it to him,  
you have to send it to all other  
state rep.'s and senators. Scogin's  
cmts will be expressed by David  
Levy, Southern Shipbuilding and  
others which are on the list. ~~It~~  
~~is recommended~~

It is recommended that the  
attached letter be sent to the above  
parties except <sup>to</sup> Scogin and his  
~~counterparts~~ counterparts. Your  
approval is requested.

AGD

\*The total number included would be  
about 375.

D R A F T

Dear Sir:

The Lake Pontchartrain, La. and Vicinity Hurricane Protection project was authorized in October 1965. <sup>Salient</sup> ~~The~~ predominate features of the project <sup>include,</sup> ~~are~~ <sup>inter alia,</sup> barrier complexes in the Chef Menteur and Rigolets passes and at the intersection of the Inner Harbor Navigation Canal (IHNC) with Lake Pontchartrain (Seabrook). Refer to inclosure 1 for a project map and to inclosures 2, 3 and 4 for artist's renditions of these complexes.

The main function of the project is, of course, to provide hurricane protection for the area. But an integral part of the barrier system is navigation access for Lake Pontchartrain. With the barrier structures in place, adequate provisions for marine access must be incorporated into the overall project plan. Three avenues of marine access for Lake Pontchartrain are included in the project. They are the Seabrook Lock, the Rigolets Lock and the Chef Menteur Navigation structure.

The approved dimensions for the Seabrook Lock are 800-foot usable chamber length, 84-foot chamber width with a sill depth of -15.0 feet mean low gulf (m.l.g.). This lock will serve navigation by reducing adverse current velocities and eddies in the IHNC. Such currents jeopardize marine safety, erode channel banks and undermine wharves and bridge foundations along that canal.

The normal daily operating procedure for this structure provides for the lock gates to remain in the opened position allowing unimpaired vessel transit through the chamber, until the current velocity through the structure exceeds 3 feet per second (ft/s). The lock gates would then be closed and vessels would require lockage. Studies show that lockage would be required for about 7 hours over each 24-hour period.

In advance of a hurricane, and throughout the storm, the lock gates will be closed. Locking operations will continue until safe lockages can no longer be accomplished. During such periods the flood control structure adjacent to the lock will provide flood relief to industrial concerns in the canal.

The currently planned dimensions for The Rigolets Lock are 800-foot usable chamber length, 110-foot chamber width, and a sill depth of -13.2 feet m.l.g. Like the Seabrook Lock, this structure will remain open during all normal conditions allowing free navigational transit, until the current velocities through the lock chamber become prohibitive for safe passage. Only then would vessels have to be locked through. Study reveals that locking would be required only for about 5 hours per day for 15 days of each month. During hurricane periods, the lock gates will be closed; however, lockages will be permitted on emergency bases until such operations can no longer be safely accomplished.



CHIEF ENGINEER  
SOUTHERN PACIFIC TRANSP. CO.  
P. O. BOX 1319  
HOUSTON, TEXAS 77001

CHIEF ENGINEER  
SOUTHERN RAILWAY SYSTEM  
99 SPRING STREET S.W.  
ATLANTA, GEORGIA 30303

DISTRICT ENGINEER  
T & P RAILWAY CO.  
T & P BLDG (PASSENGER STA.)  
FORT WORTH, TEXAS 76102

ASSN OF AMERICAN RAILROADS  
TRANSPORTATION BLDG.  
WASHINGTON, DC 20006

ILLINOIS CENTRAL RAILROAD CO.  
FRONT ST.  
JONESVILLE, LA 71343

DIVISION ENGINEER  
LAFAYETTE DIVISION  
SOUTHERN PACIFIC TRANS. CO.  
P.O. BOX 3667  
LAFAYETTE, LA 70501

ECONOMIST-ROOM 628  
SOUTHERN RAILWAY SYSTEM  
P.O. BOX 1808  
WASHINGTON, D. C. 20013

GENERAL COUNSEL, LAW DEPARTMENT  
WESTERN RAILROAD ASSOCIATION  
ROOM 1200, 222 SO. RIVERSIDE PL  
CHICAGO, ILLINOIS 60606

ASSN OF AMERICAN RAILROADS  
ATTN: SEC. ENG. COMMISSION ON  
WATERWAYS AND FLOOD CONTROL  
59 E. VAN BUREN ST.  
CHICAGO, IL 60605

DIRECTOR, WATERWAY ANALYSIS  
COMPETITIVE TRANS. DIV.  
ASSN. OF AMERICAN RAILROADS  
TRANSPORTATION BLDG  
WASHINGTON, DC 20006

\* 2

\* 2

#### NAVIGATION INTERESTS

##### SHALLOW DRAFT

AMERICAN WATERWAYS OPERATORS INC  
1020 WHITNEY BLDG.  
NEW ORLEANS, LA 70130

AIPLE TOWING COMPANY, INC.  
133 SOUTH WATER STREET  
STILLWATER, MINNESOTA 55082

ALAMO WATER TRANSPORTATION CO.  
900 HOUSTON NATURAL GAS BLDG.  
HOUSTON, TEXAS 77002

ATLANTIC RICHFIELD COMPANY  
LEGAL DIVISION  
POST OFFICE BOX 1346  
HOUSTON, TEXAS 77001

AMERICAN INSTITUTE OF MERCHANT  
SHIPPING (AIMS)  
SUITE 1000 COMMONWEALTH BLDG.  
1625 K STREET, N.W.  
WASHINGTON, D. C. 20006

ADA OIL CO.  
6910 FANNIN STREET  
HOUSTON, TEXAS 77025

ALAMO CHEMICAL TRANSPORTATION  
900 HOUSTON NATURAL GAS BLDG.  
HOUSTON, TEXAS 77002

VICE PRESIDENT & DIVISION MANAGER  
NEW ORLEANS DIVISION  
AMOCO PRODUCTION COMPANY  
P.O. BOX 50879  
NEW ORLEANS, LA 70150

AMERICAN COMMERCIAL BARGE LINE  
826 PERDIDO ST.  
NEW ORLEANS, LA. 70112

AMERICAN WATERWAYS OPERATORS, INC.  
1600 WILSON BLVD, SUITE 1101  
ARLINGTON VA 22209

ANAHUAC TOWING & SHELL CO.  
P. O. BOX 806  
ANAHUAC, TEXAS 77514

ARCHER DANIELS MIDLAND CO.  
P. O. BOX 1470  
DECATUR, ILLINOIS 62525

ARTHUR-SMITH CORPORATION  
627 HOUSTON BANK & TRUST BLDG.  
HOUSTON, TEXAS 77002

B A S F WYANDOTTE CORP.  
WYANDOTTE, MICHIGAN 48192

BAILEY COKE TRANSPORT INC.  
P. O. BOX 9386  
METAIRIE, LA 70055

BARNETT, W. B., INC.  
P. O. BOX 243  
HARVEY, LA. 70058

BAY SOUND TRANSPORTATION CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

C. F. BEAN, INC.  
P. O. BOX 335  
PLAQUEMINE, LA. 70764

C. F. BEAN, INC.  
DREDGING CONTRACTORS  
P. O. BOX 51657 OCS  
LAFAYETTE, LA. 70501

MR. ALFRED BERWICK  
4620 ROUSVELT  
GROVES, TEXAS 77619

BILOXI PRESTRESS CONCRETE, INC.  
P. O. BOX 407  
BILOXI, MISSISSIPPI 39533

BLUDCO BARGE & TOWING, INC.  
P. O. BOX 12424  
HOUSTON, TEXAS 77017

BOURGE TOWING CO., INC.  
P. O. BOX 100  
LOCKPORT, LA. 70374

APACHE BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

ARMCO STEEL CORPORATION  
STEEL DIVISION, P.O. BOX 96120  
HOUSTON, TEXAS 77015  
ATTN MR. W. M. RANKIN, WKS. MGR.

AYERS MATERIALS COMPANY, INC.  
P. O. BOX 568  
HARVEY, LA. 70058

B & B TOWING CO., INC.  
P. O. BOX 250  
LOCKPORT, LA. 70374

BARGE TRANSPORT CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

BASKIN BARGE CO.  
GREENVILLE, MISS. 38701

BAYOU MARINE CORPORATION  
P. O. BOX 10156  
HOUMA, LA. 70360

C. F. BEAN, INC.  
4815 CERISE AVENUE  
NEW ORLEANS, LA 70127

BERNARD BROTHERS, INC.  
209 EAST MAIN STREET  
NEW IBERIA, LA. 70560

BIG VILLEY TOWING, CO.  
VICKSBURG, MISSISSIPPI 39180

BLACK BAY TRANSPORTATION CO.  
1818 MC KINNEY STREET  
HOUSTON, TEXAS 77003

BLUM TOWING SERVICE  
HIGHLANDS, TEXAS 77562

BOWMAN, LELAND, TOWING CONTRACTOR  
P. O. BOX 1311  
JENNINGS, LA. 70546



BREAUX, LEON E., TOWING, INC.  
P. O. BOX 218  
LOCKPORT, LA. 70374

BRENT CHEMICAL BARGE CO.  
GREENVILLE, MISSISSIPPI 38701

BROUSSARD BROS. BOAT SERVICE  
ROUTE 3, BOX 166  
ABBEVILLE, LA. 70510

MR. T. J. BRYANT, SR.  
P. O. BOX 2065  
HOUSTON, TEXAS 77001

MR. GEO. W. BURAS  
P. O. BOX 233  
HARVEY, LA. 70058

MR. VICTOR BUSINELLE, JR.  
508 CAROL ROAD  
BAYOU VISTA, LA. 70380

C & S MARINE SERVICE, INC.  
P. O. BOX 5531  
HOUSTON, TEXAS 77012

CANAL BARGE CO., INC.  
HIBERNIA BANK BLDG.  
NEW ORLEANS, LA. 70112

CAPE CHARLES BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

CAPE HENRY BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

CARROLL TOWING CO.  
LAKE PROVIDENCE, LA. 71254

CENTRAL GULF S. S.  
INTERNATIONAL TRADE MART BLDG.  
NEW ORLEANS, LA. 70130

CENTRAL SOYA CO., INC.  
300 FORT WAYNE NATIONAL BANK  
BUILDING  
FORT WAYNE, INDIANA

BRENNAN, J. F., CO.  
P. O. BOX 952  
LACROSSE, WISCONSIN 54601

BRIDGE CITY TOWING CO.  
P. O. BOX 353  
BRIDGE CITY, TEXAS 77611

BROWN & ROOT, INC.  
P. O. BOX 3  
HOUSTON, TEXAS 77001

BUNGE CORPORATION  
P.O. BOX 28500  
ST. LOUIS, MO 63141

BURTON, W. T., CO., INC.  
P. O. BOX 100  
SULPHUR, LA. 70663

C. & H. TOWING, INC.  
FOLEY, ALABAMA 36535

CACTUS TOWING CO.  
ROUTE 3, BOX 1158  
HOUMA, LA. 70360

CANDIES, OTTO, INC.  
P. O. BOX 25  
DES ALLEMANDS, LA. 70030

MILES K. LUKE, EXECUTIVE DIRECTOR  
INDUSTRIAL DEV. BOARD  
OF CENTRAL LOUISIANA  
1220 MACARTHUR DR.  
ALEXANDRIA, LA 71301

CARGO CARRIERS, INC.  
P. O. BOX 109  
PORT ALLEN, LA. 70767

CENAC TOWING COMPANY  
217 CENAC STREET  
HOUMA, LA. 70360

CENTRAL MARINE SERVICE, INC.  
1200 HIBERNIA BANK BUILDING  
NEW ORLEANS, LA. 70112

CHEMICAL WASTE DISPOSAL CO., INC.  
P. O. BOX 250  
LOCKPORT, LA. 70374

CHERAMIE INLAND TOWING CO.  
P. O. BOX 293  
HARVEY, LA. 70058

CHEVRON U.S.A. INC.  
ATTN. LAFOURCHE DIV  
P.O. BOX 6056  
NEW ORLEANS, LA 70174

CHRISTINE TOWING COMPANY  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

COLLE TOWING COMPANY  
PASCAGOULA, MISSISSIPPI 39567

COMANCHE BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

COMPASS MARINE ENTERPRISES, INC.  
P. O. BOX 133  
MARRERO, LA. 70072

CRECOW TOWING CO., INC.  
P. O. BOX 909  
PORT ARTHUR, TEXAS 77640

CROCHET, M. L., TOWING CO., INC.  
BOX 156  
MONTEGUT, LA. 70377

DALTON STEAMSHIP CORP  
736 UNION STREET  
NEW ORLEANS, LA. 70130

DELIGANS, INC.  
P. O. BOX 144  
HOUMA, LA. 70360

DELTA STEAMSHIP LINES  
HIBERNIA BUILDING  
NEW ORLEANS, LA. 70112

DIXIE WELL SERVICE  
HOPEDALE, LA. 70085

DOMAR, INC. (ZIGLER, G.B.,  
CO., SUBSIDIARY)  
P. O. BOX 2528  
MORGAN CITY, LA. 70380

CHEROKEE BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

CHOTIN TRANSPORTATION, INC.  
ONE SHELL SQUARE  
SUITE 1414  
NEW ORLEANS, LA 70139

COLLE BARGES  
P. O. BOX 340  
PASCAGOULA, MISSISSIPPI 39567

KOCH-ELLIS MARINE CONTR. INC  
P.O. BOX 9130  
WESTWEGO, LA 70094

COMMERCIAL TRANSPORT CORP.  
P. O. BOX 510  
JEFFERSONVILLE, INDIANA 47130

COMPASS TOWING CO., INC.  
P. O. BOX 133  
MARRERO, LA. 70072

CRESCENT TOWING & SALVAGE CO., INC  
416 COMMON STREET  
NEW ORLEANS, LA. 70130

D & B BOAT RENTALS, INC.  
P. O. BOX 1207  
NEW IBERIA, LA. 70561

DEHART & ROBERTS, INC.  
P. O. BOX 343  
ABBEVILLE, LA. 70510

DELTA MUD & CHEMICAL CO., INC.  
P. O. BOX 1431  
HOUMA, LA. 70360

DIXIE CARRIERS, INC.  
P. O. BOX 248  
HARVEY, LA 70059

DOLPHIN MARINE  
5665 HALL STREET  
CORPUS CHRISTI, TEXAS 78408

DOUCET, HARRIS, SONS, INC.  
P. O. BOX 307  
GALLIANO, LA. 70354

THE DOW CHEMICAL COMPANY  
(DOWELL DIVISION)  
1010 COMMON STREET  
NEW ORLEANS, LA. 70112

DOW CHEMICAL CO., THE  
(TEXAS DIVISION)  
MARINE DEPARTMENT BLDG A-1201  
FREEPORT, TEXAS 77541

DRAVO CORPORATION (EASTERN  
CONSTRUCTION DIVISION)  
NEVILLE ISLAND  
PITTSBURGH, PA. 15225

DRESSER INDUSTRIES, INC.  
(DRESSER OLYMPICS DIV.)  
P. O. BOX 6504  
HOUSTON, TEXAS 77005

MR. KEITH S. EDWARDS  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

EV BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

F. & F. TOWING COMPANY, INC.  
726 NORTH FRONT STREET  
PASCAGOULA, MISSISSIPPI 39567

FEDERAL BARGE LINES, INC.  
611 EAST MARCEAU STREET  
ST. LOUIS, MO. 63111

FISHER, KING, MARINE SERVICE  
PORT LAVACA, TEXAS 77979

FLOWERS TRANSPORTATION, INC.  
GREENVILLE, MISSISSIPPI 38701

FREEPORT SULPHUR COMPANY  
COMMERCE BUILDING  
NEW ORLEANS, LA. 70112

G & B TOWING CO., INC.  
P. O. BOX 865  
BRIDGE CITY, TEXAS 77611

DOW CHEMICAL CO., THE  
(LOUISIANA DIVISION)  
P. O. BOX 150  
PLAQUEMINE, LA. 70764

DOWNEY TOWING CO.  
P. O. BOX 198  
CATLETTSBURG, KY. 41129

DRESSER INDUSTRIES, INC.  
(DRESSER MAGCOBAR DIV.)  
P. O. BOX 1480  
HOUMA, LA. 70360

DUNDEE CEMENT CO.  
P. O. BOX 67  
CLARKSVILLE, MO. 63336

EQUITABLE EQUIPMENT CO., INC.  
P. O. BOX 8001  
NEW ORLEANS, LOUISIANA 70122

EVANS TRANSPORTATION CO., INC.  
P. O. DRAWER 68  
HARVEY, LA. 70058

FMC CORPORATION (INORGANIC  
CHEMICAL DIVISION)  
EIGHTH AND ASHBY STREETS  
SOUTH CHARLESTON, W. VA. 25303

MR. J. N. FISHER  
PORT LAVACA, TEXAS 77979

MR. PATRICK D. FLANAGAN  
1 HILL STREET  
CHICKASAW, ALABAMA 36611

FLUOR OCEAN SERVICES, INC.  
P. O. BOX 36878  
HOUSTON, TEXAS 77035

FRIO BARGE COMPANY  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

GDM BARGE COMPANY  
P. O. BOX 3636  
PORT ARTHUR, TEXAS 77640

MR. EARL W. GANTT  
1735 MILES STREET  
HOUSTON, TEXAS 77015

GARRETT MARINE SUPPLY, INC.  
130 SOUTH MAIN STREET  
ABBEVILLE, LA. 70510

GETTY OIL COMPANY  
P. O. BOX 57  
GRETNA, LA. 70053

GLENN FUEL & SUPPLY COMPANY, INC.  
P. O. BOX 406  
FRANKLIN, LA. 70538

GOOD PASTURE, INC.  
1606 CLINTON DRIVE  
GALENA PARK, TEXAS 77547

GREAT LAKES DREDGE & DOCK CO.  
P. O. BOX 671  
MORGAN CITY, LA. 70380

GREEN BAY TRANSPORTATION CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

GRIFFIN AND ZIMMER CONTRACTING  
CO., INC.  
P. O. BOX 473  
PLAQUEMINE, LA. 70764

MR. C. H. GUIDRY  
BOWER STREET  
BRIDGE CITY, TEXAS 77611

GULF OIL CORPORATION  
MARINE DEPARTMENT  
P. O. BOX 7880  
PHILADELPHIA, PA 19101

GULFCOAST TRANSIT COMPANY  
P. O. BOX 18443  
TAMPA, FLORIDA 33609

HALLIBURTON CO.  
P. O. BOX 246  
HARVEY, LA. 70058

HARVEY TUG & BARGE CO., INC.  
P. O. BOX 133  
HARVEY, LA. 70058

GARBER BROS., INC.  
P. O. BOX 815  
MORGAN CITY, LA. 70380

GENERAL PORTLAND CEMENT COMPANY  
P. O. BOX 152  
HOUSTON, TEXAS 77001

J. S. GISSEL & CO.  
P. O. BOX 5006  
HOUSTON, TEXAS 77012

GNOTS INC.  
DRAWER B  
DESTREHAN, LA. 70047

B. F. GOODRICH CHEMICAL CO.  
CALVERT CITY, KY. 42029

GREAT LAKES DREDGE & DOCK CO.  
2475 CANAL ST  
NEW ORLEANS, LA. 70119

GREENVILLE TRANSPORTATION CO., INC.  
GREENVILLE, MISSISSIPPI 38701

GUARISCO ENTERPRISES, INC.  
P. O. BOX 2209  
MORGAN CITY, LA. 70380

GULF COAST MATERIALS  
ROUTE 2  
19100 RAMSEY ROAD  
CROSBY, TEXAS 77532

GULF OIL CORPORATION  
(NEW ORLEANS PRODUCTION  
DISTRICT)  
P. O. BOX 61790  
NEW ORLEANS, LA. 70160

GUZZETTA OIL COMPANY  
P. O. BOX 287  
BERWICK, LA. 70342

HARRISBURG MACHINE CO., INC.  
406 FRIO STREET  
HOUSTON, TEXAS 77012

HENRY, CHESTER, BOATS, INC.  
P. O. BOX 2605  
MORGAN CITY, LA. 70380

HILL CITY TOWING CO., INC.  
VICKSBURG, MISSISSIPPI 39180

HOBART WORLEY TOWING CO., INC.  
GREENVILLE, MISSISSIPPI 38701

MR. BOB HOPPER, JR.  
P. O. BOX 348  
AUSTWELL, TEXAS 77950

HOUSTON BARGE LEASING, INC.  
ROUTE 1, BOX 301-B  
BAYTOWN, TEXAS 77520

EXXON COMPANY, U. S. A.  
(SOUTHEASTERN DIVISION)  
P. O. BOX 60626  
NEW ORLEANS, LA. 70160

IDEAL CEMENT COMPANY  
(GULF MARINE DIVISION)  
P. O. BOX 1313  
MOBILE, ALABAMA 36601

INGRAM CORPORATION  
4100 ONE SHELL SQUARE  
NEW ORLEANS, LA 70139

INTRACOASTAL SHIPYARD  
MORGAN CITY, LA. 70380

ISLAND TOWING CO., INC.  
P. O. BOX 935  
GALVESTON, TEXAS 77550

MR. BILL JOHNSON  
FULTON, TEXAS 78358

KANSAS CITY TERMINAL ELEVATOR CO.  
4800 MAIN STREET  
KANSAS CITY, MO. 64112

KOCH-ELLIS MARINE CONTRACTORS  
P. O. DRAWER 38  
WESTwego, LA. 70094

HINES, INCORPORATED  
P. O. BOX 840  
BOWLING GREEN, KY. 42101

HOOKER CHEMICAL CORPORATION  
P. O. BOX 74  
MAHNVILLE, LA. 70057

HORTON & HORTON  
P. O. BOX 1669  
HOUSTON, TEXAS 77001

SAMPLE LINE INC.  
3711 SAN FELIPE ST. 9J  
HOUSTON, TEXAS 77027

IMC DRILLING MUD  
GARDEN CITY, LA. 70540

INDIAN TOWING CO., INC.  
2200 SUREKOTE ROAD  
NEW ORLEANS, LA. 70117

BENNIE O. MULLINS  
INTERNATIONAL PAPER CO.  
MANUFACTURING & ENGR. SVCS.  
P.O. BOX 16807  
MOBILE, ALABAMA 36616

INTRACOASTAL TOWING &  
TRANSPORTATION CORP.  
1520 TEXAS STREET  
HOUSTON, TEXAS 77002

JACK BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

THOMAS JORDAN, INC.  
800 WHITNEY BUILDING  
NEW ORLEANS, LA. 70130

KERR STEAMSHIP CO., INC.  
428 CANAL ST  
NEW ORLEANS, LA. 70130

KOPPERS COMPANY, INC.  
KOPPERS BUILDING  
PITTSBURGH, PA. 15219

L. L. M. TOWING CO., INC.  
P. O. BOX 192  
LAKE PROVIDENCE, LA. 71254

LAKE PROVIDENCE TOWING CO.  
LAKE PROVIDENCE, LA. 71254

MR. RICHARD E. LANE  
P. O. BOX 313  
ORANGE, TEXAS 77630

MR. J. JUNIUS LAPEYROUSE  
MONTEGUT, LA. 70377

MR. JIMMIE P. LEBOEUF  
ROUTE 3, BOX 1158  
HOUMA, LA. 70360

LEVINGSTON SHIPYARD  
P. O. BOX 968  
ORANGE, TEXAS 77630

LONE STAR CEMENT CORP.  
P. O. BOX 3368  
NEW ORLEANS, LA. 70117

LOUISIANA MATERIALS  
P. O. BOX 8214  
NEW ORLEANS, LA. 70122

LYKES BROTHERS STEAMSHIP CO., INC.  
P. O. BOX 50998  
NEW ORLEANS, LA. 70112

M & M TOWING COMPANY  
GREENVILLE, MISSISSIPPI 38701

MAGNOLIA MARINE TRANSPORT CO.  
P. O. BOX 1308  
JACKSON, MISSISSIPPI 39205

MAIN TOWING CO.  
GREENVILLE, MISS. 38701  
MAIN TOWING COMPANY  
GREENVILLE, MISSISSIPPI 38701

MARMAC CORPORATION (MCDONOUGH  
MARINE SERVICE DIV.)  
325 SEVENTH STREET  
PARKERSBURG, W. VA. 26101

LAKE CHARLES DREDGING &  
TOWING CO., INC.  
P. O. BOX 51554, OCS,  
LAFAYETTE, LA. 70501

LANCASTER TOWING CO.  
GREENVILLE, MISSISSIPPI 38701

LAPEYROUSE GRAIN CORPORATION  
P. O. BOX 926  
MOBILE, ALABAMA 36601

LAVACA BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

MS. LUCILLE C. LEDET  
MONTEGUT, LA. 70377

OTTO M. LIPSCOMB, INC.  
204 ANSON STREET  
GRETN, LA. 70053

THE LOUISIANA LAND AND  
EXPLORATION COMPANY  
P.O. BOX 7097  
HOUMA, LA 70360  
ATTN. MR. C. E. BRIDGES

LOUISIANA TOWING CO.  
LAKE PROVIDENCE, LA. 71254

M/G TRANSPORT SERVICES, INC.  
BOX 294  
GALLIPOLIS, OHIO 45631

M & M TRANSPORTATION CO., INC.  
GREENVILLE, MISSISSIPPI 38701

MAGNOLIA TOWING CO.  
VICKSBURG, MISSISSIPPI 39180

MARITIME TOWING CORPORATION  
P. O. BOX 36  
LAROSE, LA. 70373

J. RAY MC DERMOTT & CO., INC.  
P. O. DRAWER 38  
HARVEY, LA. 70058

S. McDONALD TOWING SERVICE, INC.  
FOOT OF MONROE STREET  
MOBILE, ALABAMA 36602

UNION MECHLING CORP.  
899 SKOKIE BLVD  
SUITE 408  
NORTHBROOK, ILL 60062

MELJOY TRANSPORTATION CO., INC.  
P. O. BOX 298  
BLUE ISLAND, ILLINOIS 60406

A. G. MIDDLETON & SONS  
P. O. BOX 5367  
HOUSTON, TEXAS 77012

MR. JULES MINNICH  
4713 TRANSCONTINENTAL DR.  
METAIRIE, LA. 70002

EXXON COMPANY, U. S. A.  
P. O. BOX 60626  
NEW ORLEANS, LOUISIANA 70130

MONTE CHRISTO DRILLING CORP.  
P. O. BOX 1780  
MCALLEN, TEXAS 78501

MR. A. A. MORA  
P. O. BOX 327  
PORT ARANSAS, TEXAS 78373

NATIONAL LEAD COMPANY  
(BAROID DIV.)  
P. O. BOX 26306  
NEW ORLEANS, LA. 70126

NATIVE TOWING COMPANY  
P. O. BOX 1013  
MOBILE, ALABAMA 36601

NEBEL TOWING CO.  
38 KILDEER  
NEW ORLEANS, LA. 70124

NEW ORLEANS TRAFFIC & TRANSPORT  
BUREAU  
2926 INTEROL TRADE MART  
NEW ORLEANS, LOUISIANA 70130

NUECES BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

MCDONOUGH MARINE SERVICE  
P. O. BOX 26206  
NEW ORLEANS, LA. 70150

MR. JOHN W. MECOM  
P. O. BOX 2566  
HOUSTON, TEXAS 77001

MENARD FUEL & SUPPLY CO.  
400 SOUTH MILES STREET  
ABBEVILLE, LA. 70510

MILCHEM INCORPORATED  
P. O. BOX 26335  
NEW ORLEANS, LA. 70126

MISSISSIPPI TOWING CORP.  
2200 SUREKOTE ROAD  
NEW ORLEANS, LA. 70117

MONSANTO COMPANY  
800 NORTH LINDBERG BOULEVARD  
ST. LOUIS, MO. 63141

MOORE TERMINALS & BARGE CO.  
P. O. BOX E  
MONROE, LA. 71201

MORTON CHEMICAL COMPANY  
WEEKS, LA. 70590

NATIONAL MARINE SERVICE, INC.  
1750 BRENTWOOD BOULEVARD  
ST. LOUIS, MO. 63144

NAVIDAD BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

NECHES SHELL CO.  
804 NECHES  
PORT NACHES, TEXAS 77651

NILO BARGE LINE, INC.  
1530 PIERCE BUILDING  
ST. LOUIS, MO. 63102

OHIO BARGE LINE, INC.  
P. O. BOX 126  
DRAVOSBURG, PA. 15034

OIL CITIES TRANSPORTATION CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

OIL TRANSPORT CO.  
P. O. BOX 52708  
NEW ORLEANS, LA. 70150

ORGULF TRANSPORT CO.  
FOOT ELIZA ST.  
NEW ORLEANS, LA. 70150

PANAMA BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

PARKER BROTHERS & CO., INC.  
P. O. BOX 107  
HOUSTON, TEXAS 77001

PELLIGRIN, ADAMS & CHAUVIN TOWIN  
CO.  
P. O. BOX 158  
CHAUVIN, LA. 70344

MORAN TOWING OF TEXAS INC.  
P.O. BOX 3816, NINTH AVE.  
PORT ARTHUR, TEXAS 77640

PITT - COX BARGES  
GREENVILLE, MISSISSIPPI 38701

PPG INDUSTRIES, INC.  
1 GATEWAY CENTER  
PITTSBURGH, PA. 15222

POINT LANDING, INC.  
P. O. BOX 23525  
NEW ORLEANS, LA. 70123

PORT CITY BARGE LINE, INC.  
GREENVILLE, MISSISSIPPI 38701

PRESTRESSED CONCRETE PRODUCTS  
COMPANY, INC.  
P. O. DRAWER 1  
MANDEVILLE, LA. 70448

PROTRANSCO, INC.  
P.O. BOX 2064  
MOBILE, ALABAMA 36601

OIL SERVICE COMPANY  
P. O. BOX 1145  
MOBILE, ALABAMA 36601

OLE MAN RIVER TOWING INC.  
P. O. BOX 870  
VICKSBURG, MISSISSIPPI 39180

OUACHITA RIVER CARRIERS, INC.  
P. O. BOX 1408  
PORT ARTHUR, TEXAS 77640

PANHANDLE TOWING CO.  
P. O. BOX 1848  
PANAMA CITY, FLORIDA 32401

WM. B. PATTON TOWING CO.  
P. O. BOX 101  
FRIENDWOOD, TEXAS 77546

PETROLEUM DISTRIBUTING  
CO., INC.  
P. O. BOX 23278  
NEW ORLEANS, LA. 70123

PIERSON OIL COMPANY  
P. O. BOX 86  
LIVINGSTON, ALABAMA 35470

PPG INDUSTRIES  
P. O. BOX 1000  
LAKE CHARLES, LA. 70601

PLACID OIL CO.  
P. O. BOX 111  
HOUMA, LA. 70360

PORT ARTHUR TOWING CO.  
P. O. BOX 1409  
PORT ARTHUR, TEXAS 77640

PORT DIRECTOR  
PORT OF LAKE CHARLES  
P. O. BOX AAA  
LAKE CHARLES, LA. 70601

MR. E. J. PRICE  
410 MAHLER STREET  
HOUMA, LA. 70360

RADCLIFF MATERIALS, INC.  
P. O. BOX 2068  
MOBILE, ALABAMA 36601



RAINIER BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

REICHHOLD CHEMICAL CORP.  
P. O. BOX 1610  
TUSCALOUSA, ALABAMA 35401

RADCLIFF MARINE SERVICES, INC.  
ATTN MR. JOHN C. CARRIGAN, JR.  
P.O. BOX B-R  
POINT CLEAR, AL 36564

RIVERSIDE TRANSPORTATION CO.  
1818 MCKINNEY STREET  
HOUSTON, TEX. 77003

S. & A. CONTRACTORS  
FRANKLIN, LA. 70538

SABINE RIVER FUELING CO., INC.  
P. O. BOX 966  
GROVES, TEXAS 77619

ST. CATHERINE GRAVEL CO.  
NATCHEZ, MISS. 39120

O. J. SCHWABE FUEL CO., INC.  
P. O. BOX 337  
LOCKPORT, LA. 70374

SECURITY BARGE LINE, INC.  
GREENVILLE, MISSISSIPPI 38701

SERVICE TOOLS, INC.  
800 WHITNEY BUILDING  
NEW ORLEANS, LA. 70130

SHELL MORGAN LANDING, INC.  
P. O. BOX 170  
ABBEVILLE, LA. 70510

SHERMAN & SONS, INC.  
PANAMA CITY, FLORIDA 32401

SOUTH COAST CORPORATION  
(GEORGIA DIVISION)  
MATHEWS, LA. 70375

RED RIVER BARGE LINE, INC.  
BOX 111  
PLAQUEMINE, LA. 70764

RICHARDSON, LOYD W.,  
CONSTRUCTION CO.  
1054 SOUTH RIFE STREET  
ARANSAS PASS, TEXAS 78336

RIVER SERVICE CORP.  
2200 SUREKOTE ROAD  
NEW ORLEANS, LA. 70117

MR. PAUL RUBOTTOM  
P. O. BOX 884  
INGLESIDE, TEXAS 78362

SABINE RIVER BARGE LINE, INC.  
P. O. BOX 448  
GROVES, TEXAS 77619

SABINE TOWING & TRANSPORTATION  
CO., INC.  
P. O. BOX 1528  
GROVES, TEXAS 77619

SAN JACINTO SHUTTLE SERVICE  
3210 CLARKSVILLE  
LA PORTE, TEXAS 77571

SCOTT PAPER COMPANY  
(MOBILE R. SAW MILL DIV.)  
MOUNT VERNON, ALABAMA 36560

SELF TOWING COMPANY  
P. O. BOX 9210  
MOBILE, ALABAMA 36601

SHASTA BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

SHELL OIL COMPANY  
SHELL BUILDING  
NEW ORLEANS, LA. 70112

SLADE, INC.  
X HIGMAN TOWING DIVISION  
P. O. BOX 908  
ORANGE, TEXAS 77630

SOUTH LOUISIANA CONTRACTORS, INC.  
P. O. BOX 51772, O.C.S.  
LAFAYETTE, LA. 70501

SOUTHERN BARGE LINE CORP.  
2626 BROADWAY  
PADUCAH, KY, 42001

SOUTHERN SOYA PRODUCTS  
BELZONI, MISSISSIPPI 39038

SOUTHERN TOWING CO.  
P. O. BOX 402  
ORANGE, TEXAS 77630

STANDARD DREDGING CORP.  
P. O. BOX 8092  
NEW ORLEANS, LA, 70122

STAPP TOWING COMPANY, INC.  
P. O. BOX 325  
DICKINSON, TEXAS 77539

STERLING BARGE LINE  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

JOHN W. STONE OIL  
DISTRIBUTOR, INC.  
P. O. BOX 471  
HARVEY, LA, 70058

MR. RALPH STORM  
600 CORPUS CHRISTI STATE  
NATIONAL BUILDING  
CORPUS CHRISTI, TEXAS 78401

STRECKFUS STEAMERS, INC.  
FOOT OF WASHINGTON AVENUE  
ST. LOUIS, MO. 63102

SUPERIOR OIL COMPANY  
P. O. DRAWER W  
LAKE ARTHUR, LA, 70549

TARPON TERMINALS, INC.  
ST. MARKS, FLORIDA 32355

TEXACO INC.  
%REFINING DEPARTMENT  
P.O. BOX 52332  
HOUSTON, TEXAS 77052

TEXAS CITY BOATMANS ASSOCIATION  
TEXAS CITY, TEXAS 77590

SOUTHERN SHIPBUILDING  
CORPORATION  
P. O. BOX 1089  
SLIDELL, LA, 70458

MCKENZIE SERVICE CO., INC.  
P.O. BOX 946  
PENSACOLA, FLORIDA 32594

SQUYRES MARINE SERVICE  
DRAWER AA  
INGLESIDE, TEXAS 78362

STANDARD OIL CO. OF KY.  
P. O. BOX 1446  
LOUISVILLE, KY, 40201

STELLMAN TRANSPORTATION CO.  
P. O. BOX 1384  
RUCKPORT, TEXAS 78382

MR. CRAIG STEVENSON  
P. O. BOX 909  
PORT ARTHUR, TEXAS 77640

MR. JAMES C. STORM  
900 CORPUS CHRISTI STATE  
NATIONAL BUILDING  
CORPUS CHRISTI, TEXAS 78401

MRS. WASH STORM  
900 CORPUS CHRISTI STATE  
NATIONAL BUILDING  
CORPUS CHRISTI, TEXAS 78401

SUEZ BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

T. R. L., INC.  
P. O. BOX 2445  
HOUSTON, TEXAS 77001

TEXACO, INC.  
PORT ARTHUR, TEXAS 77640

TEXACO INC. (U.S. - EAST  
PRODUCING DEPT)  
BOX 52332  
HOUSTON, TEXAS 77001

TEXAS GULF CONSTRUCTION CO., INC.  
2221 MARKET STREET  
GALVESTON, TEXAS 77550

TEX-TOW, INC.  
P. O. BOX 101  
FRIENDSWOOD, TEXAS 77546

TIDELAND SIGNAL CORP.  
P. O. BOX 52430  
HOUSTON, TEXAS 77052

TIDEX, INC.  
P. O. DRAWER 2527  
MORGAN CITY, LA, 70380

MR. CLEO TOUPS  
608 OLIVE STREET  
HARVEY, LA. 70058

TRI W. TOWING CO.  
GREENVILLE, MISSISSIPPI 38701

TRIANGLE SHIFTING & FLEETING  
SERVICE, INC.  
P. O. BOX 865  
BRIDGE CITY, TEXAS 77611

UNION BARGE LINE CORPORATION  
ONE OLIVER PLAZA  
PITTSBURGH, PA. 15222

U. S. OIL OF LOUISIANA, INC.  
P. O. BOX 2566  
HOUSTON, TEXAS 77001

UNITED STATES STEEL CORPORATION  
(AMERICAN BRIDGE DIVISION)  
600 GRANT STREET  
PITTSBURGH, PA. 15230

VEST TRANSPORTATION CO.  
GREENVILLE, MISSISSIPPI 38701

VICKSBURG TOWING CO., INC.  
VICKSBURG, MISSISSIPPI 39180

VIDOS, MATIS L., TOWING CO.  
P. O. BOX 374  
MORGAN CITY, LA. 70380

WADE TOWING, INC.  
P. O. BOX 9525  
HOUSTON, TEXAS 77011

THOMAS PETROLEUM TRANSIT  
P. O. BOX 128  
FREEDOM, PA. 15042

TIDEWATER MARINE SERVICE, INC.  
MORGAN CITY, LOUISIANA 70380

TONY BARGE CO.  
GREENVILLE, MISS. 38701

TRANSWORLD DRILLING COMPANY  
P. O. DRAWER 2388  
MORGAN CITY, LA. 70380

TRIANGLE REFINERIES, INC.  
X SOUTHEAST TOWING DIV.  
P. O. BOX 1546  
MOBILE, ALABAMA 36601

TWENTY GRAND MARINE SERVICE, INC.  
P. O. BOX 2407  
MORGAN CITY, LA. 70380

UNION MECHLING CORPORATION  
802 I. T. M. BUILDING  
NEW ORLEANS, LA 70130

U. S. PLYWOOD - CHAMPION  
PAPER, INC. (TRAFFIC DEPT.)  
P. O. BOX 872  
PASADENA, TEXAS 77502

UNITED TUGS, INC.  
P. O. BOX 342  
HARVEY, LA. 70058

VICKERS TOWING CO., INC.  
GREENVILLE, MISSISSIPPI 38701

MR. JAMES VIDOS  
1714 SIXTH STREET  
MORGAN CITY, LA. 70380

VOYAGER TRANSPORTATION CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

WALET BARGE RENTALS, INC.  
P. O. BOX 235  
LOREAUVILLE, LA. 70552

MR. GORDON WALKER  
P. O. BOX 331  
OCEAN SPRINGS, MS 39564

WATERWAYS TOWING & OFFSHORE  
SERVICE, INC.  
P. O. BOX 1821  
MOBILE, ALABAMA 36601

WEST BAY TRANSPORTATION CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

WHITTREDGE TOWING SERVICE CORP.  
P. O. BOX 719  
BAYTOWN, TEXAS 77520

WINNIE TRANSIT MIX, INC.  
P. O. BOX 267  
WINNIE, TEXAS 77665

WOOTSIE CORP.  
509 CENTRAL AVENUE  
HOUMA, LA. 70360

MR. FORD YATES  
P. O. BOX 3095  
PORT ARTHUR, TEXAS 77640

P & S MARINE  
RT 3 BOX 747  
THEODORE, ALABAMA 36582

MR. C. S. BENTON  
OKC DREDGING, INC.  
152 STAFFORD PLACE  
NEW ORLEANS, LA 70124

AMERICAN RIVER TRANSP. CO.  
763 SOUTH NEW BALLAS ROAD  
ST. LOUIS, MISSOURI 63141

COMMERCIAL TERMINAL WAREHOUSE  
E. B. FONTAINE, PRESIDENT  
1400 SOUTH PETERS ST  
NEW ORLEANS, LA 70130

EXXON USA  
CAPTAIN SAM V. GARDINER  
MARINE DEPT.  
P.O. BOX 411  
BATON ROUGE, LA 70821

WATERMAN STEAMSHIP CORP.  
SUITE 708, RICHARD BLDG.  
NEW ORLEANS, LA. 70112

WAXLER TOWING CO., INC.  
P. O. BOX 253  
MEMPHIS, TENNESSEE 38101

MR. GEORGE W. WHITEMAN  
P. O. BOX 159  
GRETNA, LA. 70053

WILLIAMS-MCWILLIAMS CO  
P.O. BOX 52677  
NEW ORLEANS, LA 70152

WOLVERINE BARGE CO.  
1818 MCKINNEY STREET  
HOUSTON, TEXAS 77003

WRIGHT TOWING CO., INC.  
1501 HOUSTON CLUB BUILDING  
HOUSTON, TEXAS 77002

MR. JIM DARTEZ  
TECHNAUTIC INTERNATIONAL INC.  
P. O. BOX 29441  
NEW ORLEANS, LOUISIANA 70129

MR. A. R. MILLS  
GATEWAY BARGE LINE  
P.O. BOX 2607  
MORGAN CITY, LA 70380

MR. K. M. HAYES  
THOMAS PETROLEUM TRANSIT  
1139 ROBIN DRIVE  
BATON ROUGE, LA 70807

AVONDALE SHIPYARDS  
MELTON GARRETT, VICE-PRESIDENT  
AVONDALE, LA 70094

JOSEPH C. DOMINO, INC.  
JOSEPH DOMINO  
5520 RIVER ROAD  
MARRERO, LA 70072

GRAND ISLE SHIPYARD  
ROBERT PREJEANT, VICE-PRESIDENT  
P.O. BOX 275  
GRAND ISLE, LA 70358

GULF SOUTH DREDGING CO.  
VIOLET, LA 70092

POINT LANDING, INC.  
HARRY COLLINS  
5821 RIVER ROAD  
AVONDALE, LA 70094

ROBERTS STEAMSHIP AGENCY  
HAROLD W. ROBERTS, PRESIDENT  
ITM BLDG., SUITE 2300  
NEW ORLEANS, LA 70130

TIDEWATER MARINE SERVICE, INC.  
JOHN P. LABORDE, PRESIDENT  
3308 TULANE AVE.  
NEW ORLEANS, LA 70119

TODD SHIPYARD CORPORATION  
PO BOX 6158  
NEW ORLEANS, LA 70174

OIL AND GAS INTERESTS

INTERSTATE

AMERADA PETROLEUM CORP.  
BOX 51754, OCS  
LAFAYETTE, LA. 70501

AMERICAN ASSOCIATION OF OILWELL  
DRILLING CONTRACTORS  
7400 MARWIN DRIVE  
SUITE 305  
HOUSTON, TEXAS 77036

GULF OIL - U.S.  
ALLIANCE REFINERY  
HIGHWAY 235  
P. O. BOX 395  
BELLE CHASSE, LOUISIANA 70037

ARKANSAS LOUISIANA GAS CO.  
BOX 1734  
SHREVEPORT, LA. 71101

MR. HERBERT L. COTNER  
UCAR PIPELINE CO.  
RT. 1 BOX 640  
ABBEVILLE, LA 70510

ASHLAND PETROLEUM COMPANY  
P.O. BOX 391  
ASHLAND, KY 41101  
ATT. R.L. GRAY, MGR., MARINE SVCS.

ATLANTIC PIPELINE CO.  
DALLAS, TEXAS 75221

ATLANTIC REFINING CO.  
ENGINEERING DEPARTMENT  
P.O. BOX 51408, OCS  
LAFAYETTE, LOUISIANA 70501

MR. ROBERT R. KAUTZMAN  
GULF STATES UTILITIES CO.  
P.O. BOX 2951  
BEAUMONT, TEXAS 77706

ATLANTIC REFINING CO.  
206 S. BROAD ST.  
PHILADELPHIA, PA. 19102

MR. KNOX V. LITTLE  
CONTINENTAL OIL CO.  
901 LAKESHORE DR.  
LAKE CHARLES, LA 70601

CADDO OIL AND REFINING CO.  
RICOUBREWSTER BLDG.  
SHREVEPORT, LA. 71101

CHEVRON U.S.A. INC.  
800 CALIFORNIA CO. BLDG.  
NEW ORLEANS, LA. 70112

CHEVRON U.S.A. INC.  
P.O. BOX 128  
HARVEY, LA. 70058

NO

BAY-WAVELAND YACHT CLUB

P.O. Box 367

BAY ST. LOUIS, MS 39520

Biloxi YACHT CLUB

P.O. Box 634

Biloxi, MS 39564

BUCCANEER YACHT CLUB

P.O. Box 463

MOBILE, AL 36601

CYPRE MORT YACHT CLUB

P.O. Box 5

NEW IBERIA, LA 70560

FAIRHOPE YACHT CLUB

101 VOLANTA AVENUE

FAIRHOPE, AL 36532

FORT WALTON YACHT CLUB

P.O. Box 1351

FORT WALTON BEACH, FL 32548

GRAND LAGOON YACHT CLUB

P.O. Box 4554

WARRINGTON, FL 32507

GULFPORT YACHT CLUB

P.O. Box 34

GULFPORT, MS 39501

JACKSON YACHT CLUB

P.O. Box 4772

JACKSON, MS 39216

MOBILE YACHT CLUB

P.O. Box 252

MOBILE, AL 36601

NEW ORLEANS YACHT CLUB

403 N. ROADWAY, WEST END

NEW ORLEANS, LA 70124

OCEAN SPRINGS YACHT CLUB

P.O. Box 821

OCEAN SPRINGS, MS 39564

PASS CHRISTIAN YACHT CLUB

SO. MARKET ST.

PASS CHRISTIAN, MS 39571

PELICAN YACHT CLUB

P.O. Box 66594

BATON ROUGE, LA 70896

PENSACOLA YACHT CLUB

P.O. Box 989

PENSACOLA, FL 32595

PONTCHARTRAIN YACHT CLUB

P.O. Box 633

MANDEVILLE, LA 70448

PORT LAGOON YACHT CLUB

5323 N. LAGOON DR

PANAMA CITY BEACH, FL 32407

SHREVEPORT YACHT CLUB

2905 MUNICIPAL PIER ROAD

SHREVEPORT, LA 71119



ST. ANDREWS BAY YACHT CLUB

P.O. BOX 1327

PANAMA CITY, FL 32401

SINGING RIVER YACHT CLUB

BEACH BLVD

PASCAGOULA, MS 39567

SOUTHERN YACHT CLUB

P.O. BOX 24070

NEW ORLEANS, LA 70184

341^

~~David P Lery Enterprises  
527 Legendre Drive  
Slidell, La. 70458~~

A. E. Hingle, Inc.  
P.O. Box 615  
Lacombe, La. 70445

Tulagi Enterprises Ltd.  
7160 Lake Shore Drive  
New Orleans 70124

~~Scott Chotin Inc  
4414 One Shell Square  
New Orleans, La. 70139~~

Derricks Inc  
P.O. Box 1151  
Slidell, La. 70458

*McCubbin*  
Louisiana Shipbuilding and  
Repair Association  
Suite 2936 International Trade Mart ✓  
New Orleans, La. 70130

*Seligman*  
~~Southern Shipbuilding Corporation  
P.O. Box 1089  
Slidell, La. 70458~~

Equitable Equipment Company

P.O. Drawer E

Madisonville, La. 70447

Halter Marine Services

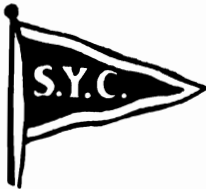
19501 Chef Menteur Hwy. ✓

New Orleans, La. 70129

Balchi Marine Inc.

7600 Lakeshore Drive

New Orleans, La. 70124 ✓



FOUNDED 1849

# SOUTHERN YACHT CLUB

NEW ORLEANS, LOUISIANA 70184

P. O. BOX 24070

August 21, 1978

Mr. Rousseau  
U. S. Army Corps of Engineers  
P. O. Box 60267  
New Orleans, La. 70160

Dear Sir:

In response to your request for Yacht Clubs in this area, I enclose the directory of the Gulf Yachting Association. I believe this to be the best source for such a list of clubs.

If I can be of any further assistance, please feel free to contact me.

Sincerely,

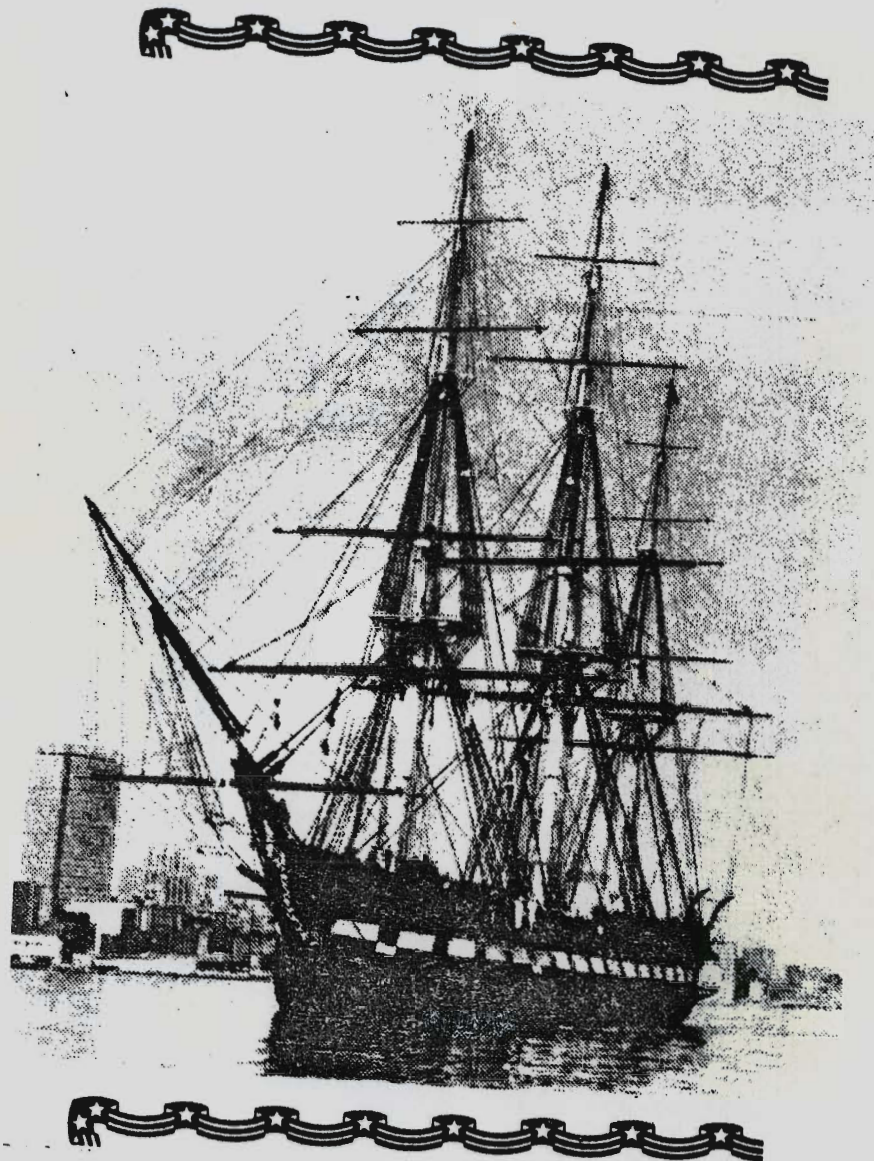
*Joseph C. Gambino*  
m.m.

Joseph C. Gambino  
Manager

JCG/mbm  
Enclosure

**1978 DIRECTORI**

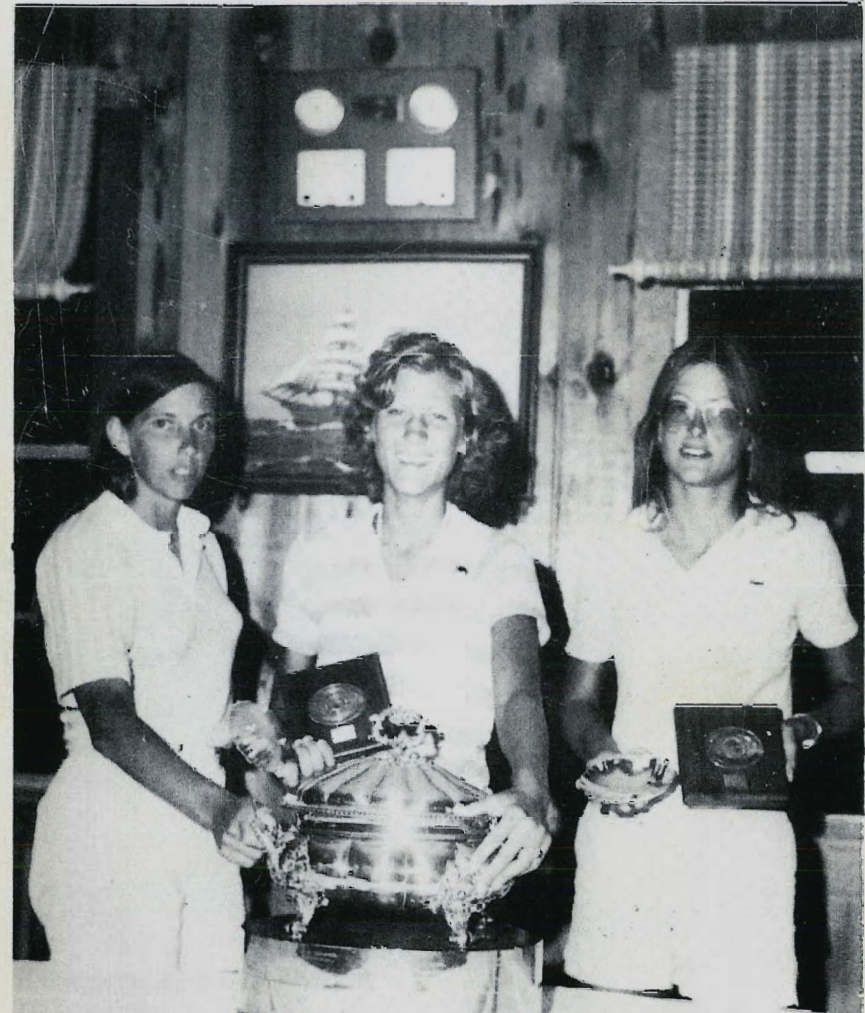
**of the GULF YACHTING  
ASSOCIATION**



U. S. S. CONSTITUTION

"Old Ironsides"

Oldest Man of War - U. S. Navy



*by bob hubbard*

**1977 WOMENS NATIONAL  
SAILING CHAMPIONS**



1978-1979  
GULF YACHTING ASSOCIATION DIRECTORY  
ORGANIZED 1901 - REORGANIZED 1920

Those pictured on the front cover are left to right: JUDY MCKINNEY, Crew, CINDY STIEFFEL, Skipper, AMY CHAPMAN, Crew. Also, not pictured in the photograph is ANN STIEFFEL, the Alternate.

WE, THE GULF YACHTING ASSOCIATION AND ITS MEMBER YACHT CLUBS SALUTE, HONOR AND PAY TRIBUTE TO THE 1977 USYRU ADAMS CUP WOMENS NATIONAL SAILING CHAMPIONS FROM THE BAY-WAVELAND YACHT CLUB (MISS.), A MEMBER YACHT CLUB OF THE GULF YACHTING ASSOCIATION. AND, WE ARE VERY PROUD TO ANNOUNCE FOR POSTERITY THE RECORD BREAKING ACCOMPLISHMENT OF THIS TEAM BY SETTING A AMAZING SAILING CHAMPIONSHIP RECORD IN THE HISTORY OF USYRU FINALS BY WINNING SEVEN OUT OF EIGHT RACES AND ONE SECOND PLACE.

CONGRATULATIONS LADIES!!!



Charter Member: U. S. Yachting Racing Union  
Member: U.S. International Sailing Union

Annual Meeting and Election of Officers -  
First Saturday Morning in April.  
Semi-Annual Meeting -  
Saturday Morning of Labor Day Weekend.  
Business Meeting - Race Schedule -  
Late December or early January.

The G.Y.A. Executive Committee: The three  
Flag Officers and the immediate Past  
Commodore-President.

The Board of Directors: The current Commodores  
of each yacht club, the current G.Y.A. Flag  
Officers and all Past Commodore-Presidents.

1978-79 FLAG OFFICERS

COMMODORE-PRESIDENT: Lewis B. "Buddy" Pollak, Sr.  
 115 Shoreline Drive  
 Gulf Breeze, Fla. 32561  
 Res. (904) 932-9141  
 Bus. (904) 438-9651 Ext. 262

VICE-COMMODORE  
 VICE-PRESIDENT: Michael S. Johnson  
 104 Ferry Road  
 Fort Walton Beach, Fla. 32548  
 Res. (904) 243-1477  
 Bus. (904) 432-0951

SECRETARY-TREASURER: J. Gilbert Scheib  
 #8 Ani St. (Lake Vista)  
 New Orleans, La. 70124  
 Res. (504) 282-4296

G.Y.A. REP. USYRU: Commodore J. Gilbert Scheib



UNITED STATES YACHT RACING UNION, INC.  
P. O. Box 209 Goat Island  
Newport, Rhode Island 02840  
Tel. (401)849-5200

EXECUTIVE COUNCILLOR:  
Henry H. Anderson, Jr.  
P.O.Box 209 Goat Island,  
Newport, Rhode Island 02840  
Tel. (401) 849-5200

CHAIRMAN-RACING RULES COMMITTEE:  
Robert N. Bavier, Jr.  
50 W.44th St., New York, N.Y.10036  
Tel.(212) 391-1000

CHAIRMAN-WOMENS SAILING CHAMPIONSHIP COM:  
Helen G. Ingerson  
299 Rock Beach Rd., Rochester, N.Y.14617  
Tel.(716)275-3391 or (716)266-1881

CHIEF OF THE MEASUREMENT COMMITTEE:  
Prescott W.N.Gustafson  
P.O.Box 209 Newport, Rhode Island 02840  
Tel.(401)849-5202

CHAIRMAN-YACHT RACING ASSOCIATIONS COUNCIL:  
Roger W. Brett  
591 Bowsprit Lane, Sarasota, Fla.33577  
Tel.(813)388-4137

CHAIRMAN - MALLORY CUP COMMITTEE:  
Hamilton G. Ford  
292 Madison Ave., New York, N.Y.10017  
Tel.(212)889-4100

ONE DESIGN STEERING COMMITTEE:  
Commodore Lewis B.Pollak, Sr.  
115 Shoreline Drive  
Gulf Breeze, Fla. 32561  
Res.Tel.#(904)932-9141  
Bus.Tel.#(904)438-9651 Ext.262

2.

GULF YACHTING ASSOCIATION CHAIRMEN

GENERAL COUNSEL:  
John A. "Jack" Gordon Res.(504)895-7946  
2875 B.N.O.Bldg. Bus.(504)581-1636  
New Orleans, La. 70112

MALLORY CUP:  
Eugene H. Walet III Res. &  
429 Audubon Blvd. Bus.(504)866-6174  
New Orleans, La. 70118

ADAMS CUP:  
Mrs. James "Sparky" A. Arceneaux  
5220 Pitt St. Res.(504)899-3324  
New Orleans, La. 70115

JUNIOR SAILING (SEARS, ETC.):  
Basil Kennedy  
638 N. Beach Blvd. Res.(601)467-4119  
Bay St. Louis, Ms. 39520

PRINCE OF WALES MATCH RACE:  
J. Dwight LeBlanc, Jr.  
376 Millaudon St. Res.(504)861-9404  
New Orleans, La. 70118  
#1500 N.B.C.Bldg. Bus.(504)568-1320  
New Orleans, La. 70112

O.R.C. DIVISION:  
Wm. H. Johnston Res.(504)866-6308  
560 Audubon St.  
New Orleans, La. 70118

O'DAY:  
Michael S. Johnson Res.(904)243-1477  
107 Ferry Road Bus.(904)432-0951  
Fort Walton Beach, Fla. 32548

POWER BOAT DIVISION:  
Dr. Clarence E. Black  
P.O.Box 24070 Bus.(904)288-4221  
New Orleans, La. 70184

3.

### G.Y.A. BOARD OF APPEAL

#### CHAIRMAN:

Jack Dane, Jr. Term Expires-1980  
7344 Beryl St. Res. (504)283-7723  
New Orleans, La. 70124 Bus. (504)737-8024  
8404 Jeff. Hwy, Harahan, La. 70183

Marshall Brown Term Expires-1979  
307 Monahan Dr. Tel. (904)242-2801  
Ft. Walton Beach, Fla. 32548

Charles V. Wesley Term Expires-1981  
22 Alma Ave. Tel. (904)763-5597  
Panama City, Fla. 32401

George Brothers Term Expires-1982  
2113 River Forest Dr. Tel. (205)479-5588  
Mobile, Ala. 36606

Henry G. Chapman Term Expires-1983  
445 Glendale Blvd. Res. (504)834-9557  
Metairie, La. 70001

### G.Y.A. LIPTON PROTEST COMMITTEE

~~Jack Dane, Jr., Chairman Term Expires-1984~~  
(Address above)

Robert K. Boyle Term Expires-1983  
3921 McClellan Road Res. (904)432-8115  
Pensacola, Fla. 32503 Bus. (904)438-9651

George C. Criminale Term Expires-1982  
2007 River View Dr. Res. (205)473-6069  
Mobile, Ala. 36605

Standford Morse Term Expires-1981  
P.O. Drawer 100 Tel. (601)863-5169  
Gulfport, Miss. 39501

George P. Lively Term Expires-1980  
338 Bunkers Cove Rd. Tel. (904)763-6069  
Panama City, Fla. 32401

Charles Dees Term Expires-1979  
930 Seacliff Dr. Bus. (205)438-6071  
Fairhope, Ala. 36532 Res. (205)928-8942

### SAIL MEASURERS

Larry Taggart, Jr. Southern Yacht Club  
Roy Sellers Buccaneer Yacht Club  
Doug. Sansom Pensacola Yacht Club  
Paul Schreck Pensacola Yacht Club  
Wm. H. Legett Gulfport Yacht Club

### FORMER MEMBER YACHT CLUBS OF G.Y.A.

St. Tammany Yacht Club 1926-27  
Mandeville, La.  
Tarpon Springs Yacht Club 1927-38  
Tarpon Springs, Fla.  
Sarasota Yacht Club 1927-38  
Sarasota, Fla. & 1947-63  
Tampa Yacht & Country Club 1934-35  
Tampa, Florida  
U.S. Navy Yacht Club of 1941-42  
Corpus Christi, Corpus Christi, Tex.  
Houston Yacht Club 1921-49  
Formerly Houston Launch Club  
LaPorte, Texas  
Davis Island Yacht Club 1954-56  
Tampa, Fla.  
St. Petersburg Yacht Club 1923-72  
St. Petersburg, Fla.  
Lake Polurde Yacht Club 1973-74  
Morgan City, La.  
D'Arbonne Yacht Club 1968-70  
Monroe, La.  
Lake Charles Yacht Club 1973-74  
Lake Charles, La.  
U.S. Naval Air Station Y.C. 1935-41  
Pensacola, Fla.



GULF YACHTING ASSOCIATION'S  
LIVING PAST COMMODORE-PRESIDENTS

	<u>YEAR</u>	<u>CLUB</u>
Wallace Chapman 323 Bayshore Dr. Biloxi, Miss. 39530	1946	Biloxi
George W. Rifley Grand Bay, Ala. 36541	1949	St. Petersburg
Cal Weiss 3018 Bryant St. Mobile, Ala. 36605	1950	Mobile
J. Gilbert Scheib #8 Ani St. New Orleans, La. 70124	1953	Southern
Jack Bonnell 756 Coleman Ave. Fairhope, Ala. 36532	1956	Fairhope
J. Alvin Weinfurter 212 Hoffman Lane, Waveland, Miss. 39520	1957	Bay-Waveland
Finley B "Goat" Hewes 605 E. Beach, Gulfport, Miss. 39501	1959	Gulfport
Dr. Eugene Liddy 1561 Blue Heron Dr., Sarasota, Fla. 33579	1960	Sarasota
Marshall Brown 307 Monahan Dr., Ft. Walton Beach, Fla. 32549	1961	Fort Walton
Nofie D. Alfonso 1535 Hillary St., New Orleans, La. 70125 Tel. (504) 861-9729 Bus. (504) 523-6469	1962	New Orleans
Walter Seymour 2208 Wilkes Ave., Biloxi, Miss. 39530	1963	Biloxi
Dr. Howard F. Rees 2401 W. Bay Isle Dr., S.E., St. Petersburg, Fla. 33705	1964	St. Petersburg
Alan Sheppard 3360 Valdour Pl. Pensacola, Fla. 32503	1965	Pensacola
Foster Pflieger 552 Cherokee St., Mobile, Ala. 36606	1966	Buccaneer

GYA LIVING PAST COMMODORE-PRESIDENTS, Cont'd

	<u>YEAR</u>	<u>CLUB</u>
T. Cooper VanAntwerp General Delivery, Montrose, Ala. 36659	1969	Fairhope
Wm. Perry Brown 4520 Francesco Rd., New Orleans, La. 70129	1970	Pass Christian
Lawrence C. Sommers 4213 Courtland Dr., Metairie, La. 70002 Tel. (504) 887-6223 Bus. (504) 586-2682	1971	New Orleans
Allen M. Douglas 919 Huntingdon Rd., Panama City, Fla. 32401	1972	St. Andrews Bay
Dr. Eldon L. Bolton 1122 W. Beach Blvd., Biloxi, Miss. 39531	1973	Biloxi
Henry E. Lampe 5705 Gladewood Dr., Jackson, Miss. 39211	1974	Jackson
Wm. M. Ellis P.O. Box 427, Slidell, La. 70458 Tel. (504) 641-6325 Bus. (504) 643-1336	1975	Southern
George C. Criminale 2007 Riverview Dr., Mobile, Ala. 36605	1976	Mobile
Jos. D. Alfonso 64 53rd St., Gulfport, Miss. 39501 Tel. (601) 864-9340 Bus. (601) 896-1323	1977	Gulfport
<hr/>		
Harry Martinez 2333 17th St., Lake Charles, La. 70601 (Formerly States-Item Editor)	1971	Hon. Com. Pres.
<hr/>		

GULF YACHTING ASSOCIATION'S  
DECEASED COMMODORE-PRESIDENTS

	<u>Year</u>	<u>Club</u>
Albert Baldwin	1901	Southern
J. C. Bush	1902	Mobile
J. J. Kennedy	1903	Biloxi
J. H. Cross	1920	Pensacola
Byrd Enochs	1921	Biloxi
J. P. Moore	1921	Biloxi
H. Falk	1922	Houston
E. G. Quina	1923	Pensacola
W. M. Miller, M.D.	1924	Southern
A. L. Gandy	1925	St. Petersburg
E. B. Overton	1926	Eastern Shores
J. M. Kinabrew, Sr.	1927	Southern
J. S. Bonner	1928-29	Houston
A. Clark	1930	Sarasota
R.G. Patterson	1931-35	Pensacola
Auguste Capdevielle	1936-39	Southern
H. Hilton Green, Sr.	1940-41	Pensacola
Leslie P. Beard	1942-43	Southern
Frank B. Wood	1944-45	St. Andrews Bay
Thos. P. Kroutter	1947	Mobile
George P. Hopkins	1948	Gulfport
Fred Clarke	1951	Buccaneer
Eugene Taylor	1952	Pensacola
Arthur B. Tipping	1954	Pass Christian
Wilton Duncan	1955	St. Andrews Bay
Larry Beauvais, Jr.	1958	Mobile
J.W. "Rip" Terrell	1967	Pass Christian
(Posthumously awarded Honorary Com.-Pres.)		
Henry Chapman	1967	Bay-Waveland
Judge Robt. G. Hughes	1968	Southern

<u>CLUB</u>	<u>YEAR</u>
*Bay-Waveland (Bay St. Louis, Miss)	1901
*Biloxi (Miss.)	1901
Buccaneer (Mobile, Ala.)	1933
Fairhope (Ala.)	1944
Fort Walton (Fla.)	1955
Grand Lagoon (Pensacola, Fla.)	1968
Gulfport (Miss.)	1903
Jackson (Miss.)	1960
*Mobile (ala.)	1901
New Orleans (La.)	1953
Ocean Springs (Miss.)	1971
*Pass Christian (Miss.)	1901
Pelican (Baton Rouge, La.)	1963
Pensacola (Fla.)	1920
Pontchartrain (Mandeville, La.)	1968
Port Lagoon (Panama City, Fla.)	1976
Shreveport (La.)	1957
St. Andrews Bay (Panama City, Fla)	1935
*Singing River (Pascagoula, Miss) (Formerly Pascagoula Y.C.)	1971 (1901)
*Southern (New Orleans, La.)	1901
*Charter Member Yacht Clubs of the Southern Gulf Coast Yachting Ass. Reorganized under name of Gulf Yachting Association in 1920	1901

Election-December

BAY-WAVELAND YACHT CLUB  
P.O.Box 367  
Bay St.Louis, Miss. 39520  
Tel. (601)467-4592

COMMODORE:

Maurice F. Eagan Res. (504)282-3385  
#4 Swan, N.O. La. 70124 or Bus. (504)529-5811  
647 N. Beach Res. (601)467-7688  
Bay St. Louis, Miss. 39520 (2115 Magazine, 70130)

VICE-COMMODORE:

J.W. "Bill" Watts, Jr. Res. (601)467-6162  
Rt. 3, Box 154 Bus. (601)467-6535  
Bay St. Louis, Miss. 39520

REAR COMMODORE:

Dick Shadoin  
220 Filicity St.  
Bay St. Louis, Miss. 39520

TREASURER:

(Dick Shadoin above)

SECRETARY:

Mrs. Bobbie Gooddell  
103 Sears  
Waveland, Miss. 39576

RACE CHAIRMAN:

C.A. "Chuck" Breath III  
116 Lakeside St.  
Waveland, Miss. 39576

GYA COORDINATOR:

Commodore Don.L. Chamberlain Res. (504)899-5234  
4319 Baronne St.  
N.O. La. 70115

FLYING SCOT CHAIRMAN:

Frank Allen Res. (504)482-5367  
447 Fairway Dr., N.O. LA. 70124 Bus. (504)581-6641  
Bay St. Louis, Miss. 39520 Res. (601)467-6888

Election-September

BILOXI YACHT CLUB  
P.O.Box 634  
Biloxi, Miss. 39564  
Tel. # (601)435-2161 or 435-5455

COMMODORE:

James H. Neiryneck Res. (601)875-2717  
P.O.Box 81 Bus. (601)875-1241  
Ocean Springs, Miss. 39564

VICE COMMODORE:

William F. Wyatt Res. (601)374-1880  
P.O.Box 473 Bus. (601)432-2087  
Biloxi, Miss. 39533

REAR COMMODORE:

Richard Porterfield Res. (601)875-9333  
404 Ward Ave. Bus. (601)769-4142  
Ocean Springs, Ms. 39564

SECRETARY:

Jerry J. Ellis Res. (601)432-2411  
2001 Wilkes Ave. Bus. (601)435-1937  
Biloxi, Ms. 39530

TREASURER:

Jerry J. Ellis  
(Above)

RACE COM. CHAIRMAN:

Clinton Bolton Res. (601)432-5835  
1118 West Beach Bus. (601)436-4315  
Biloxi, Ms. 39530

FLYING SCOT CHAIRMAN:

Richard Porterfield  
(Above)

G.Y.A. COORDINATOR:

Jerry J. Ellis  
(Above)

Election-November

BUCCANEER YACHT CLUB  
 P.O.Box 463  
 Mobile, Ala. 36601  
 Tel. (205)479-8190

COMMODORE:

Robert B. Harper Res. (205)661-7375  
 1555 Radian Ct. Bus. (205)476-1446  
 Mobile, Ala. 36609

VICE-COMMODORE:

William R. Davis Res. (205)626-2325  
 108 Windsor Square Bus. (205)433-0454  
 Daphne, Ala. 36526

REAR COMMODORE:

John E. Harrington Res. (205)661-7587  
 2555 Granada Ave. Bus. (205)476-3550  
 Mobile, Ala. 36609

SECRETARY:

Joel N. Lipscomb, Jr. Res. (205)478-3266  
 1951 Bartran Curve Bus. (205)438-8252  
 Mobile, Ala. 36605

TREASURER:

Norbert F. Long Res. (205)342-2221  
 3823 San Juan Dr. Bus. (205)432-1801  
 Mobile, Ala. 36609

RACE CHAIRMAN

Donald W. Dunnam Res. (205)479-6912  
 2804 Cottage Hill Rd. Bus. (205)675-2550  
 Mobile, Ala. 36606

FLYING SCOT CHAIRMAN:

William R. Davis, Jr. Res. (205)342-0401  
 905 David Langan Dr. East Bus. (205)476-3550  
 Mobile, Ala. 36608

GYA Coordinator:

Arthur E. Rigas Res. (205)344-4536  
 12 Princess Anne Rd. Bus. (205)626-2626  
 Mobile, Ala. 36608

Election-November

CYPRE MORT YACHT CLUB  
 P.O.Box 5  
 New Iberia, La. 70560  
 Tel. None

COMMODORE:

Harvey Broussard Res. (318)234-4723  
 105 Ophelia Lane Bus. (318)234-8451  
 Lafayette, La. 70501

VICE-COMMODORE:

Richard E. Mire, Jr. Res. (318)364-5294  
 615 Charles St., Apt. 2 Bus. (Same)  
 New Iberia, La. 70560

REAR COMMODORE:

Mike McGrath Res. (318)232-5527  
 202 N. Robinhood Bus. (318)981-1071  
 Lafayette, La. 70501

SECRETARY:

Dr. Doug Sagera Res. (318)365-2010  
 300 Hilltop Circle Bus. (318)364-7248  
 New Iberia, La. 70560

TREASURER:

Robert Sutton Res. (318)365-7457  
 1704 W. Main St. Lot 20 Bus. (318)365-5451  
 New Iberia, La. 70560

RACE COM. CHAIRMAN:

Richard E. Mire, Jr. Res. (318)364-5294  
 (Same as Vice-Com.)

GYA COORDINATOR:

Richard E. Mire, Jr. Res. (318)364-5294  
 (Same as above)

FLYING SCOT CHAIRMAN:

Election-December

FAIRHOPE YACHT CLUB  
101 Volanta Avenue  
Fairhope, Ala. 36532  
Tel. (205) 928-8888

COMMODORE:

Wes Stapleton  
Silverhill Highway  
Fairhope, Ala. 36532

Res. (205) 928-8101

VICE-COMMODORE:

Wes Strauley  
310 Creek Dr.  
Fairhope, Ala. 36532

Res. (205) 928-7427

REAR COMMODORE:

Terry R. Garvin  
General Delivery  
Montrose, Ala. 36659

SECRETARY & TREASURER:

Bob Carter  
101 Volanta Ave.  
Fairhope, Ala. 36532

Res. (205) 928-8888

RACE CHAIRMAN:

Cooper T. Van Antwerp  
General Delivery  
Montrose, Ala. 36659

Res. (205) 928-8415

FLYING SCOT CHAIRMAN:

Steve McClure  
380 S. Church  
Fairhope, Ala. 36532

Res. (205) 928-2892

GYA COORDINATOR:

Charles Dees  
930 Seacliff Dr.  
Fairhope, Ala. 36532

Res. (205) 928-8942  
Bus. (205) 438-6071

Election-November

GULFPORT YACHT CLUB  
 P.O.Box 34  
 Gulfport, Miss. 39501  
 Tel. (601)893-6796

COMMODORE:

Jack P. Halliday Res. (601)863-3473  
 508 E. Beach Bus. (601)864-1211  
 Gulfport, Ms. 39501

VICE-COMMODORE:

Henry E. Kremer Res. (601)864-3793  
 P.O.Box 992 Bus. (601)896-3713  
 Gulfport, Ms. 39501

REAR COMMODORE:

John L. Galloway Res. (601)864-7197  
 403 Second St. Bus. (601)864-2682  
 Gulfport, Ms. 39501

SECRETARY:

J. Robert Farrell Res. (601)863-2746  
 1512 Hills Pl. Bus. (601)863-2746  
 Gulfport, Ms. 39501

TREASURER:

George H. Holladay Res. (601)864-3618  
 138 Bayou Circle Bus. (601)863-2303  
 Gulfport, Ms. 39501

RACE CHAIRMAN:

George A. Schloegel Res. (601)896-5538  
 800 Commerce (HS) Bus. (601)896-2694  
 Gulfport, Ms. 39501

FLYING SCOT CHAIRMAN:

George A. Schloegel  
 (Same as above)

GYA COORDINATOR:

John L. Galloway  
 (Same as above)

Election-November

JACKSON YACHT CLUB  
 P.O.Box 4772  
 Jackson, Miss. 39216

COMMODORE:

Robert H. Pendleton Res. (601)956-1524  
 5815 Fallview Bus. (601)353-9615  
 Jackson, Miss. 39211

VICE-COMMODORE:

Joseph F. Buzhardt Res. (601)956-4884  
 2027 Plantation Blvd. Bus. (601)981-5425  
 Jackson, Miss. 39211

REAR COMMODORE:

T. Eugene Caldwell Res. (601)353-5932  
 1230 St. Ann St. Bus. (601)948-4811  
 Jackson, Miss. 39205

SECRETARY-TREASURER:

Merle E. Varney, Jr. Res. (601)825-6627  
 113 Terrapin Dr. Bus. (601)825-6627  
 Brandon, Miss. 39042

RACE CHAIRMAN: (CO)

John W. Beemer "Bill" Res. (601)956-4998  
 1620 County Line Rd. Apt. 12 Bus. (601)988-4424  
 Jackson, Miss. 39211

Richard Fritz

5945 Baxter Dr. Res. (601)956-3208  
 Jackson, Miss. 39211 Bus. (601)845-2201

FLYING SCOT CHAIRMAN &  
 GYA COORDINATOR:

Bowden L. "Bo" Palmer, Jr. Res. (601)366-1516  
 1408 Eastover Dr. Bus. (601)353-5484  
 Jackson, Miss. 39211

Election-October

MOBILE YACHT CLUB  
 P.O.Box 252  
 Mobile, Ala. 36601  
 Tel. (205) 473-1860

COMMODORE:

Frederick Haidt, Jr. Res. (205) 342-3684  
 275 Hillcrest Dr. Bus. (205) 342-7431  
 Mobile, Ala. 36609

VICE-COMMODORE:

Frederick Block, Jr. Res. (205) 661-4401  
 2712 Delrose Dr. Bus. (205) 471-2551  
 Mobile, Ala. 36606

REAR COMMODORE:

John K. Robinson Res. (205) 973-1440  
 P.O. Box 269 Bus. (205) 479-6581  
 Mobile, Ala. 36601

SECRETARY:

George Brothers Res. (205) 479-5588  
 2113 River Forest Rd. Bus. (205) 476-3592  
 Mobile, Ala. 36606

TREASURER:

W.C. "Bill" Haffner, Jr. Res. (205) 476-1713  
 127 Bayou Rd.  
 Mobile, Ala. 36605

RACE CHAIRMAN:

Henry A. Schwartz, III Res. (205) 479-3972  
 2453 Ventia Rd.  
 Mobile, Ala. 36605

FLYING SCOT CHAIRMAN:

Louise Douglas Res. (205) 973-2537  
 Rt. 1, Box 188  
 Theodore, Ala. 36582

GYA COORDINATOR:

W.C. "Bill" Haffner, Jr.  
 (Same as above)

Election-December

NEW ORLEANS YACHT CLUB  
 403 N. Roadway, West End  
 New Orleans, La. 70124  
 Tel. (504) 283-2581 - 283-2582

COMMODORE:

Joseph F. Bishop Res. (504) 283-6392  
 200 S. Broad St. Bus. (504) 821-5385  
 New Orleans, La. 70119

VICE-COMMODORE:

Jeff Hampton Res. (504) 837-1123  
 4001 N. LaBarre Rd. Bus. (504) 362-7851  
 Metairie, La. 70002

REAR COMMODORE:

Angus Olson Res. (504) 283-6552  
 318 Lake Marina Ave. Apt. 122 Bus. (504) 525-0781  
 New Orleans, La. 70124 Ext. 299

SECRETARY:

Mrs. Jean Heid Res. (504) 861-0641  
 7830 Belfast St. Bus. (504) 861-0641  
 New Orleans, La. 70125

TREASURER:

George A. Wigginton Res. (504) 283-6872  
 5800 Cartier Ave. Bus. (504) 899-2777  
 New Orleans, La. 70122

RACE CHAIRMAN:

Walter M. Stinchcomb Res. (504) 282-5998  
 215 Lake Marina Ave. Apt. B Bus. (504) 488-4454  
 New Orleans, La. 70124

FLYING SCOT CHAIRMAN

Robert E. Ruppel, Jr. Res. (504) 488-1846  
 221 Chapelle St. Bus. (504) 944-4243  
 New Orleans, La. 70124

GYA COORDINATOR:

Angus T. Olsen  
 (Same as above)

Election-January

OCEAN SPRINGS YACHT CLUB  
 P.O.Box 821  
 Ocean Springs, Miss. 39564  
 Tel. (601) 875-9279

COMMODORE:

James Knight  
 403 McGinnis St.  
 Ocean Springs, Miss. 39564

Res. (601) 875-5884  
 Bus. (601) 896-3355

VICE-COMMODORE:

Berwind Kaufmann  
 298 Lovers Lane  
 Ocean Springs, Miss. 39564

Res. (601) 875-8515  
 Bus. (601) 388-5541  
 Ext. 385

REAR COMMODORE:

Ken Whitespunner  
 214 Washington Ave.  
 Ocean Springs, Miss. 39564

Res. (601) 875-1921

SECRETARY:

John Hanlin  
 201 Sunkist Rd.  
 Biloxi, Miss. 39532

Res. (601) 388-5843

TREASURER:

A.L. Allen  
 1210 Bristol Blvd.  
 Ocean Springs, Miss. 39564

Res. (601) 875-7350

RACE CHAIRMAN:

Ken Whitespunner  
 (Same as above)

FLYING SCOT CHAIRMAN:

Berwind Kaufmann  
 (Same as above)

GYA COORDINATOR:

Russell Thompson  
 408 Ruskin Ave.  
 Ocean Springs, Miss. 39564

Res. (601) 875-0419

Election-January

PASS CHRISTIAN YACHT CLUB  
 So. Market St.  
 Pass Christian, Miss. 39571  
 Tel. # (601) 452-2571

COMMODORE:

Dr. C. D. Taylor, Jr.  
 722 E. Second St.  
 Pass Christian, Miss. 39571

Res. (601) 452-2224  
 Bus. (601) 452-2466

VICE COMMODORE:

Otis B. Trepagnier  
 108 Donlin Ave.  
 Pass Christian, Miss. 39571

Res. (601) 452-2103

REAR COMMODORE:

A. K. "Buzzy" Northrop, Jr.  
 #1 Dunleith Ct.  
 New Orleans, La. 70118

Res. (504) 866-0861  
 Bus. (504) 822-1740

SECRETARY:

Sydney Ellis  
 995 E. Beach  
 Pass Christian, Miss. 39571

Res. (601) 452-2254

Treasurer:

Donald Rodgers  
 103 Barkley Dr.  
 Pass Christian, Miss. 39571

Res. (601) 452-9721

RACE COM. CHAIRMAN:

Edward "Slicky" A. Gamard III  
 111 Alicia St.  
 Pass Christian, Miss. 39571

Res. (601) 452-4906

FLYING SCOT CHAIRMAN:

David Taylor  
 722 E. Second St.  
 Pass Christian, Miss. 39571

Res. (601) 452-2224

G.Y.A. COORDINATOR:

Michael S. Rafferty  
 P.O. Box 331  
 Pass Christian, Miss. 39571

Res. (601) 452-9698



PELICAN YACHT CLUB  
PO Box 66594  
Baton Rouge, La. 70896

## COMMODORE:

J. Ruston Weaver Res. (504) 275-2661  
11085 Chalis Drive Bus. (504) 775-1181  
Baton Rouge, La. 70815

## VICE-COMMODORE:

Donald R. Cossman Res. (504) 293-2932  
12325 Lake Sherwood Ave.  
Baton Rouge, La. 70816

## REAR COMMODORE

Michael P. Jones Res. (504) 766-8833  
508 Magnolia Wood Bus. (504) 357-8641  
Baton Rouge, La. 70808 Ext. 321

## SECRETARY

Larry L. Robertson Res. (504) 926-0460  
450 Cloud Dr. #85 Bus. (504) none  
Baton Rouge, La. 70806

## TREASURER:

Larry L. Robertson  
(Same as above)

## RACE CHAIRMAN:

Gordon G. St. Julien Res. (504) 924-2988  
9367 Berkeley St. Bus. (504) 234-9111  
Baton Rouge, La. 70815

## FLYING SCOT CHAIRMAN:

J. Ruston Weaver  
(Same as above-Commodore)

## G.Y.A. COORDINATOR

John E. Bell III Res. (504) 293-4075  
3502 N. Bahin Ct. Bus. (504) 293-4314  
Baton Rouge, La. 70816

PENSACOLA YACHT CLUB  
P.O. Box 989  
Pensacola, Fla. 32595  
Tel. (904) 433-8804 or  
432-7006

## COMMODORE:

Stafford S. Pulford Res. (904) 455-0634  
305 Calhoun Ave. Bus. (904) 455-9156  
Pensacola, Fla. 32507

## VICE-COMMODORE:

C. Dan Stitt Res. (904) 456-2933  
Rt. 6, Box 1040 Bus. (904) 438-9651  
Pensacola, Fla. 32507

## REAR COMMODORE:

F.W. (Rick) Rankin Res. (904) 932-4328  
104 Hampton Bus. (904) 434-2656  
Gulf Breeze, Fla. 32561

## SECRETARY:

John R. Magee (904) 434-1614 Res.  
3844 Dunwoody Dr. Bus. (904) 968-6311  
Pensacola, Fla. 32503 Ext. 7514

## TREASURER:

Michael Miragliotta Res. (904) 932-9643  
2742 Ventian Court Bus. (904) 432-0271  
Gulf Breeze, Fla. 32561 Ext. 210

## RACE CHAIRMAN:

John R. Chappell Res. (904) 456-3303  
301 Teakwood Circle  
Pensacola, Fla. 32506

## FLYING SCOT CHAIRMAN:

George Black Res. (904) 477-0869  
3043 Creighton Blvd. Bus. (904) 432-2411  
Pensacola, Fla. 32504

## GYA COORDINATOR:

Lewis B. Pollak Res. (904) 932-9141  
115 Shoreline Dr. Bus. (904) 438-9651  
Gulf Breeze, Fla. 32561

Election-January

PONTCHARTRAIN YACHT CLUB  
 P.O.Box 633  
 Mandeville,La. 70448  
 Tel.# (504)626-9972

COMMODORE:

John Cramer, Jr. Res.(504)892-2882  
 136 Tchefuncte Dr. Bus.(504)561-4526  
 Covington,La.70433 (New Orleans)

VICE-COMMODORE:

Bill Kavanaugh Res.(504)626-7405  
 179 Sandra Lee Dr. Bus.(504)837-9280  
 Mandeville,La. 70448 (New Orleans)

REAR COMMODORE:

Dennis Williamson Res.(504)626-3435  
 725 N.Causeway Bus.(504)626-8176  
 Mandeville,La. 70448

SECRETARY:

Bill Kavanaugh  
 (Above)

TREASURER:

Dennis Williamson  
 (Above)

RACE COM.CHAIRMAN:

Hal Klahorst Bus.(504)626-8535  
 P.O.Box 188  
 Mandeville,La. 70448

FLYING SCOT CHAIRMAN:

Donald King Res.(504)626-8369  
 520 Albert St.  
 Mandeville,La. 70448

G.Y.A. COORDINATOR:

Alan Jensen Res.(504)626-9574  
 2700 Lakeshore Dr. Bus.(504)586-2331  
 Mandeville,La. 70448 (New Orleans)

Resident Manager:

A.J.Mann,140 Jackson St.  
 Mandeville,La.70448 Tel.#626-7209

Election-March

PORT LAGOON YACHT CLUB  
 5323 N.Lagoon Dr.  
 Panama City Beach,Fla.32407  
 Tel (904)234-2948

COMMODORE:

John L. Soares, Jr. Res.(904)234-3525  
 3608 Biltmore Dr. Bus.(904)234-3525  
 Panama City Beach,Fl.32407

VICE COMMODORE:

Edwin L. Hubbard, Jr. Res.(904)234-5376  
 3813 Mariner Dr.  
 Panama City Bch.Fl.32407

REAR COMMODORE:

Jack L. Mathews Res.(904)763-5134  
 2512 Stanford Rd.  
 Panama City,Fl.32405

SECRETARY:

Fran Aldea Res.(904)763-5530  
 1601 Tyndall Dr.  
 Panama City,Fl.32401

TREASURER:

Annice Lee Eaton Res.(904)785-8140  
 2121 Hentz Dr.  
 Panama City,Fl.32405

RACE CHAIRMAN

Robert Schlieff Res.(904)234-6404  
 5323 No.Lagoon Dr.  
 Panama City Bch.Fl.32407

GYA COORDINATOR:

John Lee Res.(904)265-5810  
 P.O.Box 1266  
 Panama City,Fl.32401

FLYING SCOT CHAIRMAN:

## Election-October

SHREVEPORT YACHT CLUB  
2905 Municipal Pier Road  
Shreveport, La. 71119  
Tel. (318) 631-7414

## COMMODORE:

Albert Elmer Res. (318) 861-0202  
610 Slattery Blvd. Bus. (318) 222-4601  
Shreveport, La. 71106

## VICE-COMMODORE:

Dr. Charles Stamper Res. (318) 424-7844  
1513 Line Ave. Bus. (318) 424-7844  
Shreveport, La. 71101

## REAR COMMODORE:

Larry D. Pledger Res. (318) 631-0677  
P.O. Box 458 Bus. (318) 222-0735  
Shreveport, La. 71162

## SECRETARY:

Henry C. Coutret, Jr. Res. (318) 868-0423  
P.O. Box 1585 Bus. (318) 425-1311  
Shreveport, La. 71165

## TREASURER:

Ralph F. Chaggee Res. (318) 636-5216  
7348 S. Lakeshore Dr. Bus. (318) 686-8041  
Shreveport, La. 71109

## RACE CHAIRMAN

Bob Smith Res. (318) 635-3960  
6820 S. Lakeshore Dr. Bus. (318) 424-7781  
Shreveport, La. 71109

## FLYING SCOT CHAIRMAN:

Jim Bolch Res. (318) 631-3527  
1802 Hunter Circle  
Shreveport, La. 71109

## GYA COORDINATOR:

Larry Lashley Res. (318) 687-5090  
9225 Scotch Pine Bus. (318) 425-1271  
Shreveport, La. 71108

ST. ANDREWS BAY YACHT CLUB  
P.O. Box 1327  
(243 Bunkers Cove Rd.)  
Panama City, Fla. 32401  
Tel. (904) 769-2453

## COMMODORE:

Charles E. Lytle, Jr. Res. (904) 763-5251  
511 Hollis Ave. Bus. (904) 763-7792  
Panama City, Fla. 32401

## VICE-COMMODORE:

Thomas J. Tucker Res. (904) 763-7149  
939 W. Caroline Blvd. Bus. (904) 763-3562  
Panama City, Fla. 32401

## REAR COMMODORE:

William R. Thorpe Res. (904) 785-0724  
212 S. Cove Lane Bus. (904) 234-4107  
Panama City, Fla. 32401

## SECRETARY:

Lester C. Brock Res. (904) 763-3678  
802 E. 2nd Bus. (904) 769-3541  
Panama City, Fla. 32401 769-3542

## TREASURER:

Richard K. Shumaker Res. (904) 785-6230  
1700 Cherry St.  
Panama City, Fla. 32401

## RACE CHAIRMAN:

William R. Thorpe  
(Same as above)

## FLYING SCOT CHAIRMAN:

James R. Fyfe Res. (904) 785-1303  
1000 Cornell Dr. Bus. (904) 234-4011  
Panama City, Fla. 32405

## GYA COORDINATOR

Allen M. Douglas Res. (904) 785-7500  
919 Huntingdon Rd. Bus. (904) 763-6623  
Panama City, Fla. 32405

Election-November

SINGING RIVER YACHT CLUB  
 Beach Blvd.  
 Pascagoula, Miss. 39567  
 Tel. (601)769-1876

COMMODORE:  
 Roy Williams Res. (601)762-3409  
 816 Harbor Lane Bus. (601)762-2271  
 Pascagoula, Miss. 39567

VICE-COMMODORE:  
 Thomas D. Berry, Jr. Res. (601)769 -6718  
 1001 Sea Cove Ave.  
 Pascagoula, Miss 39567

REAR COMMODORE:  
 T.K.Harris Res. (601)762-8056  
 1008 Eastwood Bus. (601)769-9711  
 Pascagoula, Miss. 39567

SECRETARY:  
 T. K. Harris  
 (Same as above)

TREASURER:  
 Edward Coker Res. (601)769-2662  
 2707 Clairmont Ave.  
 Pascagoula, Miss. 39567

RACE CHAIRMAN:  
 Paul Doyle Res. (601)762-7125  
 909 Westwood Bus. (601)762-7666  
 Pascagoula, Miss. 39567

FLYING SCOT CHAIRMAN:  
 Harvey Felts Res. (601)497-3671  
 115 Pat Drive  
 Gautier, Miss. 39553

GYA COORDINATOR:  
 Harvey Felts  
 (Same as above)

Election-December

SOUTHERN YACHT CLUB  
 P.O. Box 24070  
 New Orleans, La. 70184  
 Tel. (504)288-4221

COMMODORE:  
 Daniel B. Killeen Res. (504)866-5233  
 2735 Octavia St. Bus. (504)865-5631  
 New Orleans, La. 70115

VICE-COMMODORE:  
 Richard B. Spangenberg Res. (504)586-0188  
 600 Oil & Gas Bldg. Bus. same  
 New Orleans, La. 70112

REAR COMMODORE:  
 John Y Taylor Res. (504)282-5684  
 38 Wren St. Bus. (504)586-4711  
 New Orleans, La. 70124

SECRETARY:  
 G. Joseph Sullivan Res. (504)482-2326  
 5248 Marcia Ave. Bus. (504)586-4187  
 New Orleans, La. 70124

TREASURER:  
 G. Joseph Sullivan  
 (Same as above)

RACE CHAIRMAN:  
 Stewart R. Barnett, Jr. Res. (504)891-3256  
 2015 Octavia St. Bus. (504)837-1600  
 New Orleans, La. 70115

FLYING SCOT CHAIRMAN:  
 G. Arthur Seaver, III Res. (504)895-4574  
 c/o Boh Bros. Constr. Co. Bus. (504)821-2400  
 P.O. Drawer 53266  
 New Orleans, La. 70112

GYA COORDINATOR  
 Larry Taggart, Jr. Res. (504)482-7358  
 5809 Memphis St. Bus. (504)586-1505  
 New Orleans, La. 70124 Ext. 252