American Canal Society Canal Index

CANAL: Inner Harbor Navigation Canal

STATUS: Operating

ACS

HAER

STATE/PROVINCE: Louisiana

COUNTIES: In New Orleans

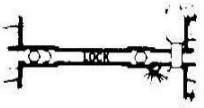
LOCATION (Endpoints of Canal): Lake Pontchartrain to the Mississippi

TOPOGRAPHIC MAPS: New Orleans E 7½'

ENLARGEMENTS	DATES IN USE	LENGTH: CANAL	LENGTH: SLACKWATER	LENGTH: TOTAL	LIFT LOCKS NO./ SIZE
1	1923+	5			1/75x640'
2					
3					
4					

HISTORICAL SIGNIFICANCE:

The INNER HARBOR NAVIGATION CANAL (or INDUSTRIAL CANAL) on the eastern edge of the city links the lake with the river through the INNER HARBOR NAVIGATION CANAL (IHNC) LOCK (75x640', 0-17' lift, concrete, 1923) designed by G.W. Goethals. The lock is at the southern (river) end of the canal in the Coast Guard base at the foot of Urquhart Street. This lock illustrates the technically complex nature of the Mississippi Levee locks, designed both to hold back the river during floods, and to hold back the canal when the river is very low (reverse head). There are two upper (river end) pairs of miter gates, full height, one pair facing in each direction. At the canal end there are two full-height pairs facing the river (for double protection) and one short pair facing the canal. This puts most of the strength of the lock against high water in the river, while making it possible to operate in the reverse direction when the river is low.



IHNC Lock

The winding Mississippi, too, is a problem, solved by a branch from the IHNC to the Gulf of Mexico, the MISSISSIPPI RIVER-GULF OUTLET (1968) 76 miles long, and 37 miles shorter to the gulf than the winding Mississippi itself.

From THE AMERICAN CANAL GUIDE Part 3, p.7 (1979)

NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANALS PRESERVATION/RESTORATION:
New Orleans District, Corps of Engineers, Box 60267, New Orleans LA 70160

BIBLIOGRAPHICAL SUMMARY:
The Delta Engineers by Albert E. Cowdrey (New Orleans District).

UNPUBLISHED RECORDS, PHOTOS, DRAWINGS (CEHR,HAER,HABS, Local or Regional Historical Societies, Libraries, etc.):
Annual Reports of the Chief of Engineers

EXISTING OR RECOMMENDED LANDMARK STATUS (CEHR, National Register, etc.):
Consideration should be given to making this lock into a park (similar to that at Plaquemine) if it is bypassed and abandoned; New Orleans can't afford to throw away more canal landmarks as she has done with the New Basin and Spanish Fort locks, and the New Basin and Carondelet Canals.

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DATE: 4 Oct 81

RETURN TO: CANAL INDEX COMMITTEE, c/o P.H.STOTT, HAINES ROAD, MOUNT KISCO, NY 10549