

CANAL: Ostrica Locks STATE/PROVINCE: Louisiana COUNTIES: Plaquemines LOCATION (Endpoints of Canal): Across the Mississippi from Buras TOPOGRAPHIC MAPS: Empire LA 15 <sup>+</sup>	STATUS: One operating; two abandoned ACS HAER																											
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th rowspan="2">DATES IN USE</th> <th colspan="2">LENGTH</th> <th rowspan="2">LIFT LOCKS NO. / SIZE</th> </tr> <tr> <th>CANAL</th> <th>SLACKWATER TOTAL</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>1880's</td> <td style="text-align: center;">1½</td> <td></td> <td>1/16x?'</td> </tr> <tr> <td style="text-align: center;">2</td> <td>1940</td> <td style="text-align: center;">1½</td> <td></td> <td>1/40x?'</td> </tr> <tr> <td style="text-align: center;">3</td> <td>1953+</td> <td style="text-align: center;">1½</td> <td></td> <td>1/40x250'</td> </tr> <tr> <td style="text-align: center;">4</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		DATES IN USE	LENGTH		LIFT LOCKS NO. / SIZE	CANAL	SLACKWATER TOTAL	1	1880's	1½		1/16x?'	2	1940	1½		1/40x?'	3	1953+	1½		1/40x250'	4				
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HISTORICAL SIGNIFICANCE:  <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>OSTRICA LOCK is <del>five miles further downriver</del> on the opposite (east) side of the river from Buras. This is a very isolated lock, without road access. After passing the high school on the L, turn L on School Rd. and drive up onto the levee to the Buras wharf, where passenger boats to Ostrica operate at times. You may be able to see the highball of the lock across the river (green if ready, red if not). If no boat is available drive N up the road beside (not on) the levee for half a block to the country store and ask about the Gulf Oil Company's crew boat, which may be kind enough to take a passenger on one of its runs to Ostrica. There is also the possibility of catching a ride on an oyster boat at Empire Lock. The Ostrica Lock (40x250', 12' lift, sector gates, concrete, 1953) is actually ¾ mi. up the levee (walkable) from the (almost) ghost town of Ostrica, where there</p> </div> <div style="width: 45%;"> <p>are two earlier Ostrica Locks, both of wood with wooden miter gates. The lower (canal) ends of both locks are visible but the river ends have been covered by the levee. The first Ostrica Lock (which we shall call #1) is nearest the row of houses along the canal, was probably constructed in the 1880's and is 16' wide. About 200' S is Ostrica Lock #2, from 1940, 40' wide. The lower gates of both locks are intact but there are no signs of the gate operating mechanism, a walk-around windlass; some exploration is needed. These may be the only wooden locks left in Louisiana, and may be the oldest still remaining. It is fortunate for us that the three successive locks were constructed at different sites. Future lock builders should always consider the possibility of leaving old locks intact. UTM: #1, 16.2550.32508; #2, 16.2553.32508; #3, 16.2545.32510, Empire LA 15<sup>+</sup>.</p> </div> </div> <p style="text-align: center; margin-top: 20px;">From THE AMERICAN CANAL GUIDE Part 3,p.9 (1979)</p>																												
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANALS PRESERVATION/RESTORATION: Ostrica Lock operation; State of Louisiana Department of Public Works, P.O. Box 44155, Capitol Station, Baton Rouge LA 70804																												
BIBLIOGRAPHICAL SUMMARY: From material supplied by Daniel V. Cresap, Chief Engineer, Dept. of Public Works, and Joe Basco Franicvich, Box 135, Buras LA 70041, who lives next to the old Ostrica locks. See the Mississippi Book of Charts and NOS Chart 1271, Mississippi River, Venice to New Orlenas.																												
UNPUBLISHED RECORDS, PHOTOS, DRAWINGS (CEHR,HAER,HAES, local or Regional Historical Societies, Libraries, etc.): More information on the early locks must be searched for.																												
EXISTING OR RECOMMENDED LANDMARK STATUS (CEHR, National Register, etc.): As the only known remaining wooden locks in Louisiana, the 1880 and 1940 locks deserve some attention, study and protection.																												
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