5307

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: Louisiana

DESCRIPTIVE REPORT

Photo
Topographic
~~Hydrographic~~ } Sheet No. T-5307 5307

LOCALITY

Mississippi River

Belle Chasse to Delacroix

Island

1934

CHIEF OF PARTY

M. H. Reese, Jr. H. & G. Engr.

U. S. GOVERNMENT PRINTING OFFICE: 1933

5307

Applied to Chart 1050 May 1937 Chas. R. Burdg
" " " 1271 Nov. 1937 H. L. Bamble

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 5307

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 20

REGISTER NO. T-5307 5307

State Louisiana

General locality Mississippi River

Locality Belle Chasse to Delacroix Island.

Scale 1:24,000 Date of ~~survey~~ Photographs: 11/28/32 11/29/32, 19

~~Messed~~ Air Photo Compilation Party, No. 24, New Orleans, La.

Chief of party M. H. Reese

Surveyed by See data sheet of descriptive report.

Inked by John Gidiere

Heights in feet above ------- to ground to tops of trees

Contour, Approximate contour, Form line interval ---- feet

Instructions dated November 7, 1935

Remarks: Compiled on a scale of 1:24,000 and enlarged and printed on a scale of 1:20,000 by Photo-lithography.

- NOTES ON COMPILATION-

SHEET NO. T-5307

FIELD NO. 20

PHOTOS, NOS:	DATE OF PHOTOGRAPHS:	TIME:
351-362	11/28/32	9:22 to 9:28 A. M.
431-441	11/29/32	9:22 to 9:26 A. M.

	BY	DATE
PROJECTION BY	E. P. Hernandez	4/30/34
PROJECTION CHECKED BY	J. C. Dobler	4/30/34
CONTROL PLOTTED BY	John Gidiere	5/1/34
CONTROL CHECKED BY	G. O. Coignet	5/1/34
RADIAL LINE PLOT BY	H. C. Smith	5/2/34
RADIAL LINE PLOT CHECKED BY	John Gidiere	5/16/34
DRAFTING OF PHOTOGRAPHS BY	John Gidiere	5/17 to 6/14/34
PASTING OF NAMES BY	John Gidiere	6/15-16/34
REVIEW OF COMPILATION BY	John Gidiere	6/14-15/34

AREA OF DETAIL INKED-- 117.2 sq. Statute Miles.

LENGTH OF SHORELINE-- (more than 100 meters from nearest opposite shore)
54.90 Statute Miles.

COMPILER'S REPORT

FOR

PHOTO TOPOGRAPHIC SHEET, FIELD NO. 20

GENERAL INFORMATION:

Instructions dated November 7, 1933.

The information used in the compilation of this sheet has been obtained from the notes and sketches on the field photographs, and from members of the field inspection party in questionable areas.

The accompanying Notes on Compilation gives all data and statistics in connection with the compilation of this sheet.

Although the Mississippi River appears only in the northwest corner of the sheet, the river continues along the entire western edge, just beyond the limits of the drawing. The shore line denoting the banks of the river, as shown on the sheet, was drawn from photographs taken at low river stage. During the early spring and early summer the river line would be denoted by the levees shown thus: (::::::::)

Inasmuch as the area shown is part of the delta of the River, the only land above backwater, caused by winds and tide, lies along the banks of the River. However,it appears that there is a ridge of land extending across the entire northern part of the sheet. Located on this ridge is the town of St. Bernard, the parish seat of St. Bernard Parish. The court-house built at this site is a prominent landmark in the entire area of the sheet. See Review at Back.

Throughout the west and north sections of this sheet there are heavily wooded areas of cypress, gum, and scrub trees. Such areas as these are generally found in swampy soil. Beyond the edge of the timber, the land is marsh. This marsh area is shown as salt marsh, due to the fact that especially during the late summer and fall the entire area may be subjected to flooding by salt water, caused by heavy winds. For all practical purposes, it is well to consider the tidal variation in this area as negligible.

This sheet was compiled from photographs taken by the U. S. Army Air Corps' five lens T-3A, Camera, No. 32-3, photograph numbers 351-361 West Flight, approximately parallel with longitude 89°56'20", and 431-441 East Flight, approximately parallel with longitude 89°49'15".

CONTROL:

(A) Sources:

The following sources of control were used in the compilation of this sheet.

(a) Triangulation by Lieut. W. H. Bainbridge-1934.

(b) First Order Triangulation by Lieut. C. I. Aslakson-1934.

Geographic positions established by Lieut. W. H. Bainbridge in 1934, at the time of this compilation, were used. These positions are on the North American 1927 Datum, and are tied in with first order triangulation along the Mississippi River, recently executed by Lieut. C. I. Aslakson. Lieut. W. H. Bainbridge's triangulation is also tied in along the east with the second order triangulation executed, by Lieut. E. R. Mc Carthy 1934. The difference between the unadjusted and the final adjusted positions would be unplottable at the scale of this compilation- 1:24,000. Unadjusted positions used.

St. Bernard Courthouse being a prominent landmark, and there being not sufficient control in that area, Lieut. M.H.Reese determined position of same with a three point fix. The point located was not marked and consequently is not shown on this sheet as a marked station

(B) Errors:

The control is adequate for this sheet and the radial line plot gave good intersections.

(C) Discrepancies:

No discrepancies in position of control stations were found. No control stations established by other organizations were used in this compilation.

The U. S. Geological Transit Traverse Stations T. T. 16 - L and T. T. 17 - L, (1932), shown by a circle ~~three~~ millimeters in diameter, were located by the radial line plot because of discrepancies in the geographic positions determined by the Geological Survey. These stations were not used for control purposes. On the West bank of the Mississippi River, two of the stations in this traverse, T. T. 7 - L, and T. T. 11 - L, were located by Lieut. C. I. Aslakson, 1934, and their geographic positions computed in accordance with the triangulation executed by Lieut. Aslakson on the North American 1927 datum. From the difference between the U. S. Geological Survey positions of these stations, and the position obtained by Lieut. C. I. Aslakson, a factor was determined, which when applied to the other stations along this traverse, changed them to coincide with the Coast Survey triangulation. The same factor is applied to the two stations on this sheet, even though they are on the East bank of the river and quite some distance along the traverse from the stations of which Lieut. Aslakson determined the positions and from which the factor was derived. The U. S. Geological Survey positions, the positions after the above mentioned factor was applied, and the radial line plot positions of these stations follow for contrast:

STATION	LATITUDE & LONGITUDE	U.S. GEOLOGICAL SURVEY POSITION	COAST SURVEY POSITION AFTER APPLYING FACTOR	RADIAL LINE PLOT POSITION
		(DEGREES & MINUTES THE SAME FOR ALL POSITIONS)		
T.T.16 L.	29° 49'	286.0 m	282.4 m	284.2 m
	89° 59'	1251.3 m	1236.6 m	1235.8 m
T.T.17 L.	29° 50'	1831.1 m	1827.5 m	1836.6 m
	89° 58'	870.9 m	856.2 m	872.7 m

See report for Sheet T-5308 for further information concerning these transit traverse stations.

These stations are shown on this compilation at the radial line plot positions

COMPILATION:

(A) Method:

The usual five lens radial line method of plotting was used throughout in the compilation of this sheet.

(B) Adjustment of Plot:

The photographs in the two strips covering the area shown by this sheet appear to be free of excessive tilt and scale fluctuations and the radial plot required no unusual adjustments. On many of the mounted photographs there was so very little discrepancy that one orientation served for practically the entire drafting of the photograph.

(C) Interpretation:

The topographic symbols, as are shown in the Coast and Geodetic Survey Special Publication No. 144, are followed throughout in the drafting of the photographs. This is true where the typical symbols correspond to existing features, such as cultivation, trees in general, marsh and etc.

To denote brush, which may be found on either relatively high, drained land, or low swampy, or marsh, the symbol (?) is used. These symbols as are shown, especially along the highway paralleling the northern or top of the sheet, denote brush which is the result of the lack of farming on this land which was heretofore cultivated.

Inasmuch as practically all the sections of timber extend to the edge of the marsh, the ground in this vicinity being more or less wet, the broken marsh lines are shown in such an area. Paralleling the highway which extends along Latitude $29^{\circ}52'$ there is a drainage canal, from which borrow was taken to construct a fill for the highway. This canal throughout this area is not of very much width, approximately 10 meters or less. The highway is represented by a double solid line and the canal by a single solid line.

Beginning at a point in the vicinity of triangulation station Reggio, this same canal intersects an old winding bayou, the width of which increases as one approaches triangulation station Delacroix. This bayou is shown by a double solid line. The highway adjacent to same is denoted in the same manner as the above.

The area shown as water in the vicinity of Latitude $29^{\circ}50'$, Longitude $89^{\circ}55'$, is a flooded section of heretofore cultivated land. The flooding is a direct cause of the Caernarvon Crevasse, made in the levee at Poydras, La., (the name applied to the farming settlement here) by the U. S. Engineers, during the extreme high river in the spring of 1927.

(D) Information From Other Sources:

There was no information derived from sources other than the photographs and sketches and notes on photographs of the field inspection party. The photographs were clear and it is believed that the compilation is correct in all particulars.

(E) Conflicting Names:

The names shown on this sheet were taken from U. S. Coast and Geodetic Survey Chart No. 1271, and map of Southern Louisiana by the U. S. Engineers. When compared to triangulation progress sketch of Lieut. W. H. Bainbridge-April,1934, it was found that no names were in conflict. See remarks at back.

COMPARISON WITH OTHER SURVEYS:

The junctions with the adjoining sheet to the North, T-5306; and to the East, T-5315; and to the South, T-5308 are satisfactory in that all details match.

The U. S. Geological compilation of the Southeast quarter of the New Orleans Quadrangle overlaps this sheet at Longitude 90°00'. The details matched in very many instances and as a whole showed a great deal of accuracy of details in these points. However, the west bank of the Mississippi River did not match, as shown below: Scale - 1:20,000.

FEATURE	U. S. GEOLOGICAL QUADRANGLE	THIS COMPILATION
West Bank of Mississippi at Long. 90°00'	Latitude 29°49' - 1827.4 m	Latitude 29°49' - 1713.4 m

LANDMARKS:

The list of landmarks as recommended by the field inspection party is submitted on Form 567 for the area covered by this project.

RECOMMENDATIONS FOR FURTHER SURVEYS:

The compilation of this sheet is believed to have a probable error of not more than five meters in well defined detail of importance for charting and of not more than ten meters for all other data. There was only one case in which there was need to exaggerate any detail of importance in order to keep it distinct in the photo-lithographic process. This was along the highway paralleling latitude 29°52' in which it was necessary to exaggerate the distance between the highway and the drainage or borrow canal to show each clearly. (Mentioned under (C) Interpretation).

To the best of my knowledge this sheet is complete in all details of importance for charting purposes, within the accuracy stated above, and no additional surveys are required.

Submitted by: John Gidiere,
Draftsman

M. H. Reese

Approved by: M. H. Reese,
Chief of Party.

Form 567
Rev. Jan., 1933

DIVISION OF CHARTS, FILE NO. _____

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

New Orleans, Louisiana

June 19th, 1934

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted.

M. H. Reese

M. H. Reese
Chief of Party.

DESCRIPTION	POSITION						DATUM	METHOD OF DETERMINATION	CHARTS AFFECTED
	LATITUDE			LONGITUDE					
	°	′	D. M. METERS	°	′	D. P. METERS			
Tall, Concrete Stack, Pulp Mill	29	51	(238.5) 1609.1	89	56	(593.7) 1016.8	U. S. 1927	Triangulation	U.S.Coast & Geodetic Chart #1271
Black, elevated Water Tank	29	51	(236.6) 1611.0	89	56	(530.1) 1080.3	"	"	"
Red, elevated Water Tank	29	51	(119.8) 1727.7	89	56	(435.3) 1175.1	"	"	"
Sea Train Loader	29	50	(1283.6) 563.8	89	59	(477.6) 1133.2	"	"	"
Lt. Near Oakville-1934	29	46	(583.8) 1265.6	90	01	(754.4) 857.6	"	"	"
Jesuit Bend Lt.	29	45	(1343.5) 505.9	90	01	(773.8) 838.3	"	Air Photo	" *
Spire, Red Roof Church	29	45	(148.0) 1699.4	90	01	(1504.2) 107.9	"	"	"
Oak Pt. Lt.	29	48	(1196.1) 651.3	90	00	(765.1) 846.2	"	"	"
Scarsdale Lt.	29	50	(1312.2) 535.2	89	59	(1478.8) 132.0	"	"	"
Poydras Lt.	29	51	(100.5) 1746.9	89	54	(978.2) 632.3	"	"	"
Old Brick Stack	29	51	(68.7) 1778.7	89	58	(1421.6) 188.9	"	"	"

* These stations are not shown on this compilation and were carefully located by extending the ~~compilation~~ plot west of the body of this ~~last~~ compilation. ~~It~~

BJJ.

A list of objects carefully selected because of their value as landmarks as determined from seaward together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive indentification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.

U. S. GOVERNMENT PRINTING OFFICE: 1933

REVIEW OF PHOTO TOPOGRAPHIC SURVEY NO. T-5307

Title (Par. 56) Forwarded with Sheet.

Chief of Party M. H. Reese Compiled by John Gidiere

Project Louisiana Air Photo Compilation Party, No. 24 Instructions dated Nov. 7, 1933

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 8; and 16, a, b, c, d, e, g and i.) Note par. 8 not applicable to this party.

2. The character and scope of the compilation satisfy the instructions and the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".

3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.)

4. There is sufficient control on maps from other sources that were transmitted by the field party for their application to the charts. (Par. 28.) None submitted.

5. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

6. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.) See Par. C, Page 4 of Des. Report.

7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front. No changes in such details have been noted on this sheet.

8. The span, draw and clearance of bridges are shown. (Par. 16c.)

9. The data furnished by the Field Inspection is adequate.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

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10. The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)

11. The descriptive report also contains all additional information required in photo topography as prescribed in the instructions and in the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".

12. The descriptions of recoverable stations and references to shore line were accomplished on Form 524, and scaling of positions checked. (Par. 29, 30 and 57.) None submitted

13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.)

14. The geographic datum of the sheet is North American 1927 (unadjusted) and the reference station is correctly noted. (Par. 34.)

15. Junctions with contemporary surveys are adequate.

16. Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66k.) See names at back

17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46.)

18. No additional surveying is recommended.

19. Remarks:

20. Examined and approved: M. H. Reese

M. H. Reese
Chief of Party

21. Remarks after review in office: See next pages of Review.

Reviewed in office by: B. G. Jones

Examined and approved:

K. T. Adams
Chief, Section of Field Records

B. Borden
Chief, Section of Field Work

L. O. Colbert
Chief, Division of Charts

G. Rude
Chief, Division of Hydrography and Topography.

M-10

Review of Air Photo Compilation 5307 (1934)

Refer to page 1, par. 5: The compiler recommends the courthouse at St. Bernard as a landmark. On page 2 the report states that this building was located by a 3-~~Foot~~ Point fix. The building shown on the sheet was presumably plotted from the 3-point fix. However, the object is not listed or described in the List of Landmarks nor elsewhere in this report. The full size of the building is shown on the compilation without any indication of the exact position of the dome or highest part of the building. If this position is obtained later it will be filed as a chart letter and applied to an A sheet.

New names shown on this sheet have been accepted after correspondence with Reese in regard to his use of triangulation progress sketches. See paragraph E, page 5, and the copy of a letter from Reese attached as the following page.

The last survey, (topographic) by this Bureau in this area is No. 1300, 1873, which shows detail near the river only. The compilation shows new buildings, roads and the railroad evidently constructed since the last survey. Actual position of the river banks, as shown on this compilation, have not been checked against T-1300 (1873).

This compilation, as compared with chart 1271, shows changes in the detail of roads and buildings along the river, additional landmarks, and numerous lakes and waterways in the interior which are not on the present chart.

B.G. Goines

U. S. Coast and Geodetic Survey,

1611 Masonic Temple Building,

New Orleans, Louisiana.

C O P Y

June 22, 1934.

To: The Director,
U. S. Coast and Geodetic Survey,
Washington, D. C.

From: M. H. Reese,
Lieutenant (j.g.) C. & G. Survey.

Subject: Geographic Names on Air Photo Sheets, Reference: 26-AHH, 1990 (24).

You are advised that the matter of names on the air photo sheets has been given detailed attention. Geographic names were obtained from the progress sketches and reports of Lieutenants Patterson, Reed and McCarthy, because they were more familiar with the territory than I was. It was considered that these officers were in a position to give the correct information, due to the length of time their parties spent in the field, and to the fact that they were employing local people who could furnish the information. The field inspection party, as a rule, only spends two or three days in a particular locality.

Another handicap in this particular locality is that the natives themselves have different names for various bayous, bays and lakes.

As far as the Geological Survey Maps of this section are concerned, they a re not worth the paper they are printed on. They were compiled in 1890 from the charts of the Coast Survey and surveys of the Public Land Office. The only recent map of this section was compiled by the U. S. Engineers in 1915 and it is supposed to be revised up to 1934. The descriptive reports give the comparison of the names as submitted by the various field parties, the Geological Survey Maps, and the U. S. Engineers Map, where names were given on these maps. You will note that a number of new names were added that did not exist on the Geological Survey Maps. To the best of my knowledge, from the information available, these are the names in local use.

The area covered by this party is made up of innumerable bayous, bays, and lakes. There are a number of large lakes, bays and bayous which have no names, or at least, none in general use. The entire territory, except along a few main bayous, is uninhabited. There are a few trapper shacks scattered over the area, but as a rule, they are not permanent. Due to this fact, the information secured by the field inspection is sometimes very meagre.

I realize that as a rule progress sketches are not a reliable source to obtain geographic names, but in this particular case, I think the proper course was followed. I was in constant contact with the various Chiefs of Parties and requested them to furnish this party with the geographic names in their locality. I also realize how important it is to secure the proper names or otherwise considerable trouble is caused to the Chart Section.

(Sgd.) M. H. Reese,
M. H. Reese

Survey No. T 5307

GEOGRAPHIC NAMES

Date. November 22, 1934

Chart No. 1271

Names underlined in red approved Jan. 9, 1935 Diagram No.

Harlow Bacon

*, Approved by the Division of Geographic Names, Department of Interior.

¢, Not Approved by the Division of Geographic Names, Department of Interior.

Various authorities consulted as indicated

R, Referred to the Division of Geographic Names, Department of Interior.

Verette, Sebastapool and Scarsdale OK are shown on US Eng. So. La. and R R Guide, Not located.

Status	Name on Survey	Name on Chart or other Maps as listed	New Names in local use	Names assigned by Field	Location
	Delacroix	U.S. Eng.			
	Bayou Lery	U.S.G.S. U.S. Eng.			
	Delacroix Island	U.S. Eng.			
	Bayou Mandeville	U.S. Eng.			
	Belle Chasse	1271, U.S. Eng			
	Bayou Canard Frungais	U.S. Eng. This name does not look right. Omit. Not on latest U.S.G.S. survey.			29°49.3 89°50.3
	Stella	1271, U.S. Eng. U.S.G.S. R.R. Guide			
	Dalcour	1271 " P.O. "			
	Mississippi River	All Maps			
	Braithwaite	1271, U.S. Eng. P.O.			
	Caernarvon a.K.	U.S. Eng Caernovan, La. So Ry. Retain Caernarvon for the present.			
	Bayou Gentilly	1271, U.S.G.S. U.S. Engr.			
	Poydras	" " "			
	St. Bernard	" " " P.O.			
	Lake Lery	" " "			
	Tooa	" " " R.R. Guide			
	Estopinal	1271, R.R. Guide			
	Contreras	1271, U.S.G.S. U.S. Eng, R.R.G.			
	Bayou Terre aux Boeufs	1271, U.S. Eng Boeuf, U.S.G.S. Should be plural.			
R	Reggio	1271, U.S. Eng. R.R. Guide Reggeo, U.S.G.S			571 29° 51.9 89° 59.0
	St. Clair	U.S.G.S. U.S. Eng. R.R. Guide			29°52.3 89°55.0
	Twelvemile Point	1271 Twelve Mile Pt, U.S. Eng.			29°46.9 89°52.6
	Bayou Duhuy	U.S. Eng.			

Survey No. T5307

Date. Nov. 4, 1935 GEOGRAPHIC NAMES

Chart No. 1271

Diagram No.

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q Underlined names approved Nov. 4 1935 H Bacon

Corrections and additions from U.S.G.S. surveys of 1935

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Scarsdale	U.S.G.S., 1935, Latest field inspection			
	Industry Canal	" "			
	Sebastapool	" "			
	Stella Canal (2)	" "			
	Promised Land Canal	" "			
	Reggio Canal (1)	" "			
	Lost Lake	" "			
	Creedmore Canal	" "			
	Magnolia Canal	" "			
	Eighty Arpent Canal	" "			
	Kenelworth Canal	" "			
	Olivier Canal	" "			
	Howards Ditch	" "			
	Reggio Canal (2)	" "	Repeated		
	Jacks Canal	" "			
	Canal Marine	" "			

(M-136)