6176-6177
6178-6179-6180

Diag. Cht. No. 1116-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. A, B, C, D, E *Office No.* T-6176, T-6177, T-6178, T-6179, T-6180

LOCALITY

State LOUISIANA

General locality INTRACOASTAL WATERWAY

Locality CALCASIEU LAKE TO MISSISSIPPI RIVER

194/ 34

CHIEF OF PARTY

T. B. Reed

LIBRARY & ARCHIVES

DATE DECEMBER 20, 1934

B-1870-1 (1)

6176 6177 6178 6179 6180

6176 6179
6177 6180
6178

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
DEC 20 1934
Acc. No. _____

1116-2

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic / ~~*Hydrographic*~~ } *Sheet Nos.* A, B, C, D, and E.

6176
6177
6178
6179
6180

State Louisiana

LOCALITY

Intracoastal Canal from vicinity of Calcasieu Lake to Mississippi River.

193 4

CHIEF OF PARTY

Thos. B. Reed

U.S. GOVERNMENT PRINTING OFFICE: 1934

6176 6179
6177 6180
6178

Form 413a
Rev. Nov. 1933

REFER TO NO.

LETTER TRANSMITTING DATA TO THE FIELD

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
WASHINGTON

August 1, 1935

To: Lieut. T. B. Reed, C. and G. Survey, Chief of Party,
Morgan City, Louisiana.

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

Subject: Data.

The following-named data in one package, were forwarded to you by ~~ordinary~~ express ~~registered~~ mail on July 31, 1935

1 Aluminum mounted topographic sheet, T - 6178
returned to field for correction.

Received the above
July 31 1935
C. F. Zimmerman

J. H. HAWLEY,
Assistant Director.

Received the above:

.....

.....
Coast and Geodetic Survey.

This letter and one copy will be sent to the field. The signed copy should be returned to the office as a receipt.

GPO 11—7552

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
DEC 20 1934
Acc. No.
REG. NO. 6176

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. A

REGISTER NO. 6176

State Louisiana

General locality Intracoastal Waterway

Locality Willow Lake to Gueydan Drainage Canal

Scale 1:20,000 Date of survey October, 1934

Vessel Field Party No. 4.

Chief of party Thos. B. Reed

Surveyed by T. F. Squires

Inked by W. B. Reed

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

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

Instructions dated June 26, 1934

Remarks: Topography shown on both sides of sheet.

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
DEC 20 1934
REG. NO.
Acc. No.

TOPOGRAPHIC TITLE SHEET

6177

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. B

REGISTER NO. 6177

State Louisiana

General locality Intracoastal Waterway

Locality ~~Suyden Drainage~~ Warren Canal to ~~Hog Bayou~~ Weeks.

Scale 1:20,000 Date of survey Sept., Oct., 1934

Vessel Field Party No. 4.

Chief of Party Thos. B. Reed

Surveyed by T. F. Squires

Inked by W. B. Reed

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

Contour, Approximate contour, Form line interval ____ feet

Instructions dated June 26, 1934

Remarks: Topography shown on both sides of sheet.

GPO

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
DEC 20 1934
Acc. No.
REG. NO. 6178

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. C

REGISTER NO. 6178

State Louisiana

General locality Intracoastal Waterway

Locality ~~Hog Bayou~~ Weeks to Little Wax Bayou

Scale 1:20,000 Date of survey Sept. to Nov., 1934

Vessel Field Party No. 4.

Chief of Party Thos. B. Reed

Surveyed by T. F. Squires

Inked by W. B. Reed

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

Contour, Approximate contour, Form line interval ____ feet

Instructions dated June 26, 1934

Remarks: Topography shown on both sides of sheet.

GPO

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
DEC 20 1934
Acc. No.
REG. NO. 6179

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. D

REGISTER NO. 6179

State Louisiana

General locality Intracoastal Waterway

Locality Morgan City to Lockport.

Scale 1:20,000 Date of survey Sept. and Oct., 1934

Vessel Field Party No. 4.

Chief of Party Thos. B. Reed

Surveyed by J. F. McIlwain

Inked by W. B. Reed

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

Contour, Approximate contour, Form line interval ____ feet

Instructions dated June 26, 1934

Remarks: Topography shown on both sides of sheet

GPO

Form 537a
Ed. Nov., 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
DEC 20 1934
REG. NO.
Acc. No.

TOPOGRAPHIC TITLE SHEET

6180

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. E

REGISTER NO. 6180

State Louisiana

General locality Intracoastal Waterway

Locality Lockport to New Orleans

Scale 1:20,000 Date of survey Oct. and Nov., 1934

Vessel Field Party No. 4

Chief of Party Thos. B. Reed

Surveyed by J. F. McIlwain

Inked by W. B. Reed

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

Contour, Approximate contour, Form line interval ____ feet

Instructions dated June 26, 1934

Remarks: Topography shown on both sides of sheet.

GPO

DESCRIPTIVE REPORT
to accompany

Topographic Sheets "A", "B", "C", "D", and "E"

Intracoastal Canal, from vicinity of Calcasieu Lake to New Orleans, La.

Field Party No. 4; Thos. B. Reed, Chief of Party.

Project No. H. T. 156

DATE OF INSTRUCTIONS: June 26, 1934.

DATE OF SURVEY: August to November, 1934.

LIMITS:

With the exception of the section of the Intracoastal waterway in the vicinity of Morgan City, between Sheets "C" and "D", these sheets include the entire Intracoastal Canal from a junction at station WILLOW with surveys of J. C. Bose, 1934 to the Mississippi River. The section in the vicinity of Morgan City is shown on Topographic Sheets "F" and "G".

The sheets were divided into various sections according to the spacing of triangulation control along the canal and both sides of the sheets were used in accordance with the Director's letter of July 13, 1934, No. 22-MG 1990 (4). For convenience in referring to sections of the survey, the various sections have been designated by numbers, starting with the westermost section and running consecutively to New Orleans.

Note: As much of the information and survey methods is common to the five sheets, all were included in one descriptive report instead of a separate report for each sheet.

SURVEY METHODS:

This survey was made by the usual plane table methods, plane table traverses being run along the banks of the canal between triangulation stations. The traverses were all independent of the traverse previously run by the U. S. Engineers and no sections of the U. S. Engineers traverse were used for control. In general, traverse was measured along the banks with a 100 meter wire, stadia being used only in crossing wide streams, in crooked and wooded sections etc. The banks of the canal are heavily overgrown with high grass, weeds and brush and it was necessary to use a portable observing stand to elevate the plane table about 12 feet at most set-ups.

Survey methods employed in the various sections are as follows: (section numbers refer to numbers in pencil on sheets).

Section 1 (Sheet A)

The following traverses were run:

CLUB to MIDDLE;	Closed 9 meters long (adjusted)
MIDDLE to FORK;	Closed exact.
FORK to SWEET;	Closed 5 meters short "
SWEET to END;	Closed 5 " " "
END to WILLOW;	Closed 8 " long "

Section 2 (Sheet A)

The following traverses were run:

JUNCT to SAND;	Closed exact.
SAND to GUN;	Closed 6 meters long (adjusted)
GUN to CLUB;	Closed exact.

Section 3 (Sheet A)

The following traverses were run:

ENTRANCE to CADY;	Closed 3 meters long (adjusted)
CADY to JUNCT;	Closed 13 meters long "

Section 4 (Sheet A)

The following traverses were run:

CANAL to GRAND;	Closed 2 meters long (adjusted)
GRAND to ENTRANCE;	Closed 11 meters long "

Section 5 (Sheet A)

The following traverses were run:

COASTAL to INTRA;	Closed 10 meters long (adjusted)
INTRA to CANAL;	Closed 3 meters long "

Section 6 (Sheet A)

A traverse was run between COASTAL and WARREN closing 12 meters long. (adjusted).

Section 7 (Sheet B)

A traverse was run between MARRONE and WARREN, closing 54 meters long. (adjusted).

Section 8 (Sheet B)

A traverse was run between OIL DERRICK, WOOD and MARRONE, closing 38 meters long. (adjusted).

Section 9 (Sheet B)

A traverse was run between U. S. E. B. M. No. 4 and OIL DERRICK, WOOD. U. S. 15, closing exact.

Section 10 (Sheet B)

A traverse was run between U. S. E. B. M. No. 4 and U. S. E. B. M. No. 15, closing exact.

Section 11 (Sheet B)

A traverse was run between U. S. E. B. M. No. 15 and CLUB, closing 5 meters short. (adjusted). The short traverse from CLUB to WEEKS ISLAND WATER TANK closed exact.

Section 12 (Sheet C)

The following traverses were run:

COTE BLANCHE 3 to CYPREMORT STACK; Closed 24 meters short (adjusted).
CYPREMORT STACK to WEEKS ID. W. T. Closed 23 meters short "

Section 13 (Sheet C)

A traverse was run from JAWS to COTE BLANCHE 3, closing 28 meters short. (adjusted).

Section 14 (Sheet C)

A traverse was run from FOSTER to JAWS, closing 10 meters long. (adj.)

Section 15 (Sheet C)
A traverse was run from POSSUM to FOSTER, closing 14 meters short. (Adjusted).

Section 16 (Sheet C)
A traverse was run from IDLEWILDE to POSSUM, closing 3 meters long. (adjusted).

Section 17 (Sheet D)
A traverse was run from AVOCA to SHOOKMILL WATER TANK, closing exact.

Section 18 (Sheet D)
A traverse was run from AVOCA to U. S. E. Station 1405/00, closing 87 meters long. (adjusted).

Section 19 (Sheet D)
A traverse was run from U. S. E. Station 1405/00 to EAST, closing 36 meters short. (adjusted).

Section 20 (Sheet D)
The following traverses were run:

EAST to CANAL;	Closed exact.
CANAL to ABLE;	Closed 38 meters long. (adjusted)
ABLE to FAIR;	Closed 5 meters short. "

Section 21 (Sheet D)
The following traverses were run:

FAIR to BUD;	Closed 21 meters long. (adjusted)
BUD to CHAUVIN;	Closed 14 meters long. "
CHAUVIN to DRY;	Closed exact.
DRY to LOCKPORT WATER TANK;	Closed exact.

Section 22 (Sheet E)
A traverse was run from LOCKPORT WATER TANK to HARANG, closing 3 meters long. (adjusted).

Section 23 (Sheet E)
A traverse was run from HARANG to LAROSE, closing 14 meters long. (adjusted).

Section 24 (Sheet E)
A traverse was run from LAROSE to END, closing 30 meters long. (adjusted)

Section 25 (Sheet E)
The following traverses were run:

END to AT;	Closed 23 meters short. (adjusted)
AT to OUT;	Closed 18 meters short. "

Section 26 (Sheet E)
The following traverses were run:

IN to PEROT;	Closed exact.
PEROT to VILLARS;	Closed 22 meters long. (adjusted).

Section 27 (Sheet E)
A traverse was run from VILLARS to STACK, PUMPING PLANT, closing 36 meters short. (adjusted).

Section 28 (Sheet E)

The following traverses were run:

STK.,PUMP. PLANT to W. H. L. CROSSING; Closed 7 meters long. (adjusted)
W. H. L. CROSSING to HARVEY; Closed exact.

CONTROL:

Triangulation control for this survey consisted of the following stations: WILLOW, 1934;END, 1934; SWEET, 1934; FORK, 1934; MIDDLE, 1934; CLUB, 1934; GUN, 1934; SAND, 1934; CLAY, 1934; JUNCT, 1934; CADY, 1932; ENTRANCE, 1932; GRAND, 1932; CANAL, 1932; INTRA, 1932; COASTAL, 1932; WARREN, 1932; MARRONE, 1934; OIL DERRICK, WOOD, 1933; U. S. E. B. M. No. 4, 1933; U. S. E. B. M. No. 15, 1933; U. S. E. B. M. No. 26, 1933; CLUB, 1933; WEEKS 2, 1931; TANK, SALT WORKS, WEEKS ISLAND, 1931; STACK, CYPREMORT PLANTATION, 1931; COTE BLANCHE 3, 1931; JAWS, 1933; FOSTER, 1931; POSSUM, 1933; IDLEWILDE, 1931; TEXAS CO. SHOOKMILL WATER TANK, 1931; AVOCA, 1931; B. M. No. 1405, U. S. E., 1934; EAST, 1934; CANAL, 1934; ABLE, 1934; HOUMA STANDPIPE, 1931; FAIR, 1934; BUD, 1934; CHAUVIN, 1934; DRY, 1934; LOCKPORT WATER TANK, 1934; HARANG, 1934; LAROSE, 1934, END, 1934; AT, 1934; OUT, 1934; IN, 1934; PEROT, 1934; VILLARS, 1934; STACK, PUMPING PLANT, 1934; NORTH POLE, HIGH LINE CROSSING, 1934; HARVEY, 1930, All stations computed on N. A. Datum, 1927 adjustment.

GENERAL DESCRIPTION:

The Intracoastal Canal, certain sections of which were recently completed, provides an all inside route with a minimum depth of 9 feet between New Orleans and the Sabine River. This survey includes the shore line of the Intracoastal Canal and such adjacent topographic detail inthe vicinity of the canal as could be obtained without additional expense. An attempt has been made to show adjacent topographic details clearly enough on the sheets to make a detailed description unnecessary.

Description of the various sections follows:

Sections 1, 2, and 3 (Sheet A)

The Intracoastal Canal through this area follows a dredged channel through marsh. Shore line of adjacent lakes and streams shown as solid lines were rodded in, while that shown as a dashed line was sketched by the topographer. Spoil banks shown along the sides vary in height from 6 to about 15 feet and are all overgrown with high brush, grass and weeds and with willow trees where shown.

Sections 4, 5, and 6 (Sheet A)

Except for the short section through the Mermentau River, the Intracoastal Canal through this section follows a dredged channel through marsh. About 2 miles west of COASTAL the land is slightly higher and is covered with grass. All trees adjacent to the canal are shown on the sheet. Spoil banks shown along the sides vary in height from 6 to 15 feet and are overgrown with brush and weeds and with willow trees where shown. Shore line shown by a dashed line was sketched in by the topographer and all shore line shown as a solid line was rodded in. There are no roads in the vicinity of the canal in the entire area shown on Sheet A.

Sections 7 and 8 (Sheet B)

The canal through these sections follows a dredged channel through woods, cultivated fields, grassland and marsh as shown on the sheet. Spoil banks shown along the sides of the canal vary in height from 6 to 15 feet and are overgrown with weeds and brush and with willow trees where shown. All roads and streams intersecting the canal are shown. There is a small settlement called Forked Island, along the highway on the north side of the canal just west of station MARRONE. Vermillion Lock is 1200 feet long, 56 feet wide and 12 feet deep over the sill. Dolphins inside the locks and at the approaches are shown on the sheet. There are four red lights on the outside dolphins as shown. The locks are maintained by the U. S. Engineers.

Sections 9, 10 and 11 (Sheet B)

The canal through these sections, except for the short section through the Vermillion River, follows a dredged channel through marsh. Shore line shown as a dashed line was sketched in by the topographer. Spoil banks shown along the sides of the canal vary in height from 5 to 15 feet and are covered with high brush, grass and weeds. There is a small settlement, called Intracoastal City, near the west end of Section No. 9. This is reached by a highway from Abbeville. There are several docks and a small marine railway at Intracoastal City. The highway does not cross the canal. There is a road from the salt mine on Weeks Island to the canal.

Sections 12 and 13 (Sheet C)

The canal through these sections follows a dredged channel through marsh and various topographic detail as shown. Shore line shown as dashed lines was sketched in by the topographer. Spoil banks along the sides of the canal vary in height from 5 to 15 feet and are covered with high brush, grass, and weeds. Two roads cross the canal by ferrys at Cote Blanche Island and Cypremort Plantation.

Sections 14, 15 and 16 (Sheet C)

The canal follows a dredged channel through these sections as shown. Shore line shown by a dashed line was sketched in by the topographer. The spoil banks along the sides vary in height from 5 to 15 feet and are overgrown with grass, brush and weeds. Pile barracades shown across the mouths of several bayous entering the canal were placed there by the U. S. Engineers to prevent the flow of water hyacinths into the canal. At the western end of Section 15 a highway crosses the canal by a ferry and a railroad branch line crosses the canal by a swing bridge with a horizontal clearance of 75 feet.

Cocodrie (U.S.G.S.)

Sections 17, 18 and 19 (Sheet D)

From the Atchafalaya River at Morgan City the Intracoastal Canal follows Bayou Boeuf to its intersection with Bayou Chene, thence through Bayou Chene into Bayou Black and through a short dredged channel into Bayou Cocodrie and Lake Cocodrie into the dredged channel near the south end of Lake Cocodrie, and following this dredged channel through the marsh to the end of Section No. 19. The dredging in this section was done with a hydraulic dredge and the spoil banks are only about one or two feet above the marsh and are not shown on the sheet. All shore line shown as a solid line was rodded in, and that shown as a dashed line was sketched by the topographer. Two beacons, Nos. 12 and 46 of those marking the channel through Lake Cocodrie have

been destroyed. All beacons and piles in the vicinity of the channel are shown on the sheet. Pile barricades, shown across the mouths of several bayous entering the canal, were placed there by the U. S. Engineers to prevent the flow of water hyacinths into the canal. In Longitude 91° 04.8' there is an attended movable barrier across the canal to prevent the flow of hyacinths. This barrier is marked by three red lights at either end and the center, when it is swung across the canal.

Sections 20 and 21 (Sheet D)

The canal through these sections follows a dredged channel for the entire distance. Most of the dredging in these sections was done with a hydraulic dredge and the spoil banks are low and were not shown on the sheet. Adjacent shore line shown by dashed lines was sketched in by the topographer. In Section No. 20 the Intracoastal canal is crossed by three highway bridges and one railroad bridge. The northermost bridge of the two immediately north of Houma is a bascule bridge with a horizontal clearance of 75 feet. The southermost is a temporary pontoon bridge which is to be replaced by a new bridge in the near future. The railroad bridge is a swing bridge with a horizontal clearance of 91 feet and a vertical clearance, when closed, of 7 feet. The bridge on Highway No. 247 is a pontoon bridge with a horizontal clearance of 75 feet. The pipe line shown at Houma crosses under the bottom of the canal. In section No. 21 there is a temporary highway pontoon bridge with a horizontal clearance of 75 feet, crossing the canal at Lockport. Highway No. 69 crosses the canal via ferry near station CHAUVIN. All canals and streams intersecting the canal are shown on the sheet.

Sections 22, 23, 24, and 25 (Sheet E)

The canal through these sections follows Bayou Lafourche from Lockport to Larose and then follows a dredged channel through the marsh to the east end of Section No. 25. Spoil banks are low and are not shown on the sheet. All roads in the vicinity of the canal are shown. The canal through these sections is crossed by four bridges: A highway swing bridge at Lockport with a horizontal clearance of 88 feet and a vertical clearance when closed of 22 feet; a pontoon bridge at Valantine with horizontal clearance of 80 feet; a pontoon bridge across Bayou Lafourche at Larose with a horizontal clearance of 85 feet; and a pontoon bridge across the dredged canal at Larose with a horizontal clearance of 75 feet. All canals and streams intersecting the canal are shown on the sheet.

Sections 26, 27, and 28 (Sheet E)

The canal, through these sections, follows a dredged channel into Bayou Villars, then through Bayou Barataria into Harvey Canal and into the Mississippi River. Three bridges cross these sections of the canal: Wagoner Bridge across Bayou Barataria is a highway swing bridge with a horizontal clearance of 75 feet and a vertical clearance of 12 feet when closed, The railroad and highway bridges in Harvey are bascule bridges, both having horizontal clearance of 75 feet. About 700 meters south of these two bridges there remains the fill for an old pontoon bridge which has been removed. This fill will probably be removed in the near future. Harvey Lock is 425 feet

long, 75 feet wide and 12 feet deep over the sill. This lock is maintained by the U. S. Engineers. All canals and streams intersecting the canal are shown on the sheet. Adjacent shore line shown as a dashed line was sketched by the topographer.

CONNECTION WITH CONTROL POINTS OF OTHER ORGANIZATIONS:

U. S. Engineers:

Connection was made to surveys of the U. S. Engineers through 307 U. S. E. Bench Marks and Mile Posts destributed along the canal. Most of the bench marks located are U. S. E. traverse stations. The location of Traverse Stations and Bench Marks permanently marked are being submitted on form 524. Due to the dense growth of vegitation along the sides of the canal, all U. S. E. permanent bench marks could not be found and a large percentage of those connected to were found after considerable difficulty. It is probable that some of the marks that could not be found have been destroyed.

U. S. Geological Survey:

Connection was made to surveys of the U. S. Geological Survey through traverse stations T. T. 21-L, T. T. 32-L, T. T. 34-L, and T. T. 35-L, description and positions of which are being submitted on Form No. 524. Stations T. T. 33-L and T. T. 833 were located and described by the first order triangulation party in 1934 and were not included in the topographic station descriptions.

The above six stations were all the U. S. Geological Survey Stations in the vicinity of the canal.

GEOGRAPHIC NAMES:

Names of geographic features shown on the sheets were obtained from maps of the U. S. Engineers and U. S. Geological Survey and from charts of this department.

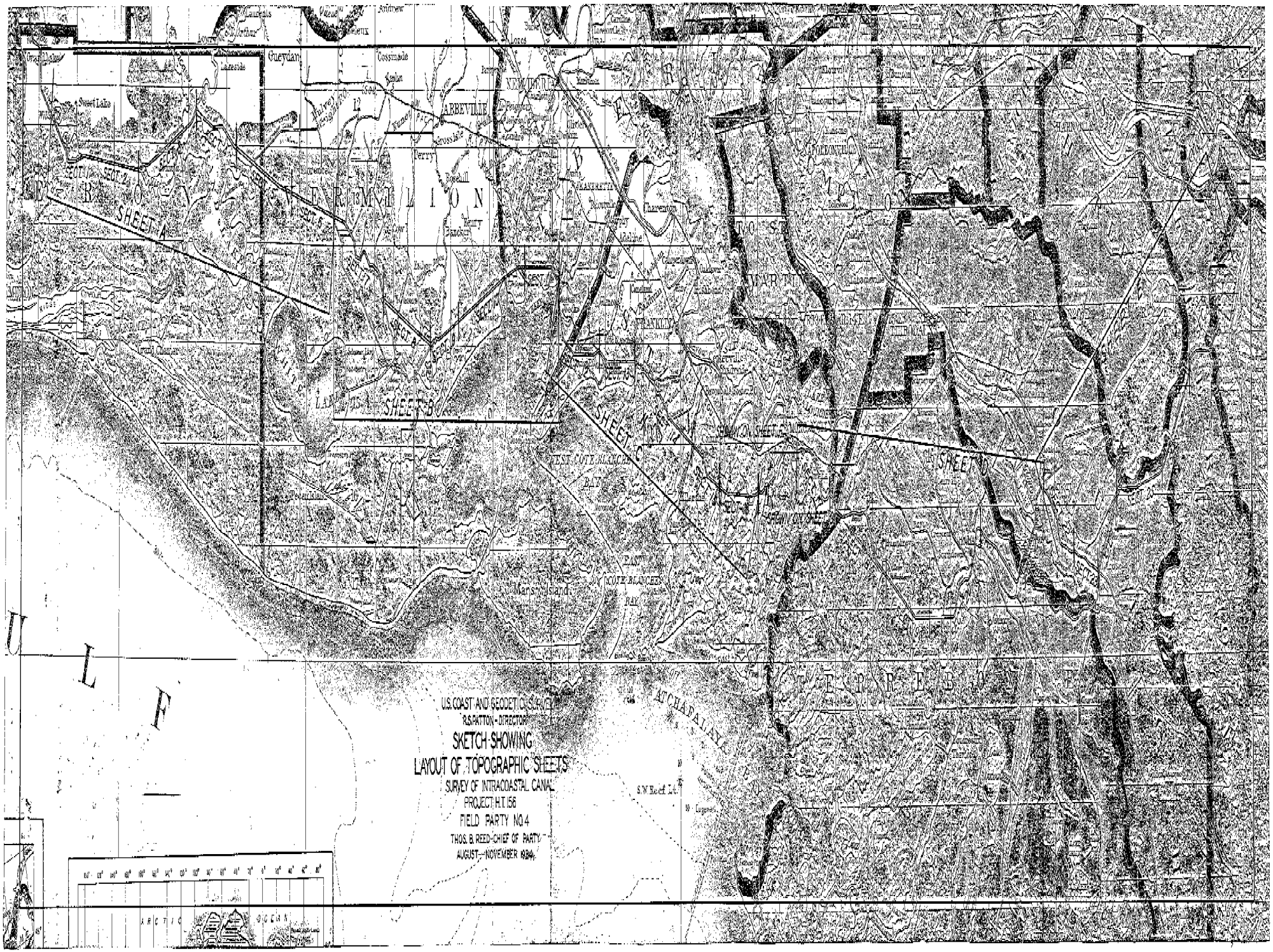
STATISTICS:

Sheet No.	Stat. Miles of shore line
A	58.3
B	50.6
C	43.4
D	70.0
E	50.7
(both sides of waterways scaled if over 100 meters wide)	
Total	273.0 stat. miles.

A sketch showing the layout of Topographic Sheets and showing the location of the various sections is included in this report.

Respectfully submitted,

Thos. B. Reed,
Lieut. C. & G. Survey,
Chief of Field Party No. 4.


U.S. COAST AND GEODETIC SURVEY
R.S. PATTON - DIRECTOR
SKETCH SHOWING
LAYOUT OF TOPOGRAPHIC SHEETS
SURVEY OF INTRACOASTAL CANAL
PROJECT H.T. 156
FIELD PARTY NO. 4
THOS. B. REED - CHIEF OF PARTY
AUGUST - NOVEMBER 1934
SHEET A
SHEET B
SHEET C
SHEET D
ABBEVILLE
Gueydan
Cossmade
Sweet Lake
Perry
Charenton
Marsh Island
EAST COTE BLANCHE BAY
ATCHAFALAYA BAY
S.W. Reef Lt.
ARCTIC OCEAN

To: H.M. Strong
From C.F.M.

Survey No. T 6176

GEOGRAPHIC NAMES
Louisiana

Date. Jan. 31, 1935

Chart No. 1116

Diagram No. 1116

Names approved Feb. 2, 1935. Helen M. Strong Harlow Bacon

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

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

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Willow Lake	Same			
	Sweet Lake	"			
	Blind Lake	-------			
	-------	Lake Misere Canal	Part of Intracoastal waterway. GFE		X
	Little Lake Misere	----"----			
	Bayou Lacassine	Bayou Lacasine SS on U.S.G. Survey	Good Shoot CAB Jr.		X
	Mermentau River	Same			
	Grand Lake	"			
	Shell Petr. Co. Canal	----------			
	Gueydan Canal	Same			
	-------	Florence Warren Canal			X
	[illegible] Canal	Gueydan Drainage Canal	by GFE		29 55'30" 92 57'
	~~Lake Misere~~	~~Same~~			

(M 100)

To: H.M. Strong
From: C.F.M.

Survey No. T 6177

GEOGRAPHIC NAMES

LOUISIANA

Date. Jan. 31, 1935

Chart No. 1116 1276

Names approved Feb. 2, 1935. Helen M. Strong.

Diagram No. 1116

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

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

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Warren Canal	Gueydan Canal on USGS GNE			
	Liberty Cut Off	--------			
	Liberty Canal	--------			
	3rd Ward Canal	--------			
	--------	Isle Marrone Canal (USGS Quad) GNE			29°51.7' 92°17.7'
	Maronne Canal	Maronne Canal			29°50.1' 92°18.1'
	Forked Island Road	----------			
	7th Ward Canal	--------			
	Bayou Chene	Same			
	Old Intracoastal Canal	Government Canal			
	Vermilion River	Vermilion R GNE		USGB decision	X
	Intra Coastal City	Same			
	----------	Join words to form one word USGS quad GNE			
		Onion L. (off limits sheet)			
	Onion Bayou	--------			
	Boston Bayou	USGS Quad --------			
	Oaks Canal	--------			
	Bayou PetiteAnse	Bayou PetiteAnse			
	Averys Canal	------			X
	Bayou Carlin	---------			
	Weeks Bayou	Same			
	Forked Island * (Town)				
	Touchets Canal	USGS Quad			

* Add from Descriptive Report p. 5

(M 100)

To: H.M. Strong
From: C.F.M.

Date. Jan. 31, 1935

GEOGRAPHIC NAMES
LOUISIANA

Survey No. T6178

Chart No. 1116 1276

Diagram No. 1116

Names approved Feb. 4, 1935. Helen M. Strong. Harlow Bacon

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

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

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	---------	Weeks			
	Cote Blanche Island	Same			
	Hog Bayou	"			
	Bayou Gregoire is correct spelling	Bayou Chicot	Bayou Gregoire		X
	Bayou Gregorie	on USGS Quad (GHE)			
	Bayou Huger GN 22 (1935)	--------			
	Onion Bayou	Another Onion Bayou near Bayou Chene and Onion Lake about 35 miles west on the Intracoastal Canal.			
	Mud Lake See GN (1st) NO 22 (1935)	-------			
	Bayou Bartholomew	Same			
	Bayou Portage	"			
	Thorgerson Canal	Thorgeson Canal			
	Bayou Blue	-------			
	Possum Bayou	------			
	Little Wax Bayou	Same			
	Cypremort	---			

(M 100)

To: H.M. Strong
From C.F.M.

Date. Jan. 31, 1935

GEOGRAPHIC NAMES
LOUISIANA

Survey No. T 6179

Chart No. 1116 1276

Diagram No. 1116

Names approved Feb. 5, 1935. Helen M. Strong
Harlow Bacon

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

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

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

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Bayou Boeuf	Same			
	Bayou Chene	"			
	Lake Cocodrie	Bayou Cocatriz — USGS (1932) Lake Wallace			
	Bay Wallace	------- Lake Wallace		Returned to USGS 9/24/41	
	Bayou Cocodrie Cocatriz	USGS & Prog. Mil. Maps. -----			
	Lake Hackberry	GHE -------			
	St. Paul Bayou	--------			
	Minor Canal	-------			
	Houma	Same			
	Bayou Terrebonne	"			
	Long Lake	Lake Long			
	Cammaron Canal	------			
	Lockport				
	-------	Morgan City			
	Highway No. 77 (La.)	---			
	Highway No. 69 (La.)	---			
	Highway No. 965 (La.)	-----			
	Bonvillain Canal				
	Bayou Black	USGS			
	Rhoda				
	Buyon Ramos				

(M 100)

To: H.M. Strong
From: C.F.M.

Date. Jan. 31; 1935

GEOGRAPHIC NAMES
LOUISIANA

Survey No. T6180

Chart No. 1116 1276

Names approved Feb. 5, 1935. Helen M. Strong
Harlow Bacon

Diagram No. 1116

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

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

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Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Lockport	Same			
	Bayou Lafourche	"			
	Valentine	------			
	Larose	Same			
	Harvey Canal No.2	Same -------			
	Catahoula Bay	Same			
	Bayou Perot	Same			
	Bayou Villars	"			
	Bayou Barataria	"			
	Crown Point	--------			
	Harvey	Same			
	Ludevine	"			
	Harvey Canal No. 1.	"			
	Mississippi River	"			
	New Orleans	"			

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEYS NOS. T-6176, 6177, 6178, 6179, and 6180

Intracoastal Waterway, New Orleans to Willow Lake, Louisiana
Surveyed September-November 1934
Instructions dated June 26, 1934

Plane Table Survey - Aluminum Mounted

Chief of Party - Thos. B. Reed.
Surveyed by - T. F. Squires, J. F. McIlwain.

1. Condition of Records.

The series of surveys includes the entire Intracoastal Waterway from the Mississippi River to Willow Lake at Long. 93°11.8' with the exception of the section in the vicinity of Morgan City, La. Since the surveys are combined in one Descriptive Report and are in a new area, they are considered together in one review.

The survey is confined to a narrow strip on either side of the Waterway except where the waterway runs in a river or bayou where a somewhat wider section is surveyed. The numbering of the sections is left in pencil as well as the junctions of the sections and the surveys.

2. Compliance with Instructions for the Project.

The survey complies with instructions. The following is a review of the separate sheets covering each survey separately. There is no previous survey of this area, and no surveys to be superseded.

a. T-6176(1934).

The survey which joins at the western limit was not available at the time of this review. The records are complete. A black line was drawn for the Magnetic Declination when red should have been used. The junctions are good. The field drafting is very good.

b. T-6177(1934).

The record is complete. The magnetic meridians should have been shown in red rather than black. The survey joins T-6176 to the west and sheet T-6178 on the east. All junctions including the various sections, are good. The field inking is good.

c. T-6178(1934).

The records are complete, The magnetic meridians are shown in black, whereas the Topographic Manual requires that it be inked in red.

The survey joins T-6177 at the western limits. Field letter "F" survey which joins on the east was not available at the time of this review. All junctions were checked and found satisfactory. The field inking of the survey is good.

d. T-6179(1934).

The records are complete. The survey joins T-6180 at the northeastern limits. The survey which joins at the west end was not available at the time of this review. All junctions are good. The survey is complete in every respect. All details are shown and covered by notes. The field inking is good.

e. T-6180(1934).

The records are complete. The proper symbol was not used for pontoon bridges but all bridges were fully described in the Descriptive Report. The survey joins T-6179 at the western limits. All junctions are good. The survey is complete. The field inking is good.

3. Reviewed by - A. F. Jankowski, February 1934.

4. Inspected by - A. L. Shalowitz.

Examined and Approved:

C. K. Green
Chief, Section of Field Records.

L. O. Colbert
Chief, Div. of Charts.

Chief, Section of Field Work.

Chief, Div. of H & T.

25 Jan 20, 1936
[illegible]

T6178
T6179
T6180 Applied to Chart 1050 May 1937 Chas. R. Bush Jr.
" " " 1276 July 1937 H. S. G. - 6178 T.
" " " 1277 Sep. 1937 H. S. G. - 6177 T.
" " " 1271 Oct. 1937 H. S. G. - 6180 T.

T 6176 6177 6178 Applied to Chart 1051 Aug 1937 Chas. R. Bush Jr.

T-6177 } Applied to Chart 882 June 1949 M. Hunsberger
T-6178 } " " " " " " "

T-6179 Applied to Chart 880 July 1949 C. Helmer
T-6178a " " " 880 July 1949 C. Helmer

{T-6176 = Part Applied only to 883 Apr. 1950 S. Rusczinsky
{T-6177 a+b = Not Applied to 883 Apr. 1950 S. Rusczinsky } 883