

9017

Diag. Cht. No. 1116-2 & 1276-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey PLANIMETRIC

Field No. Ph-21(47) Office No. T-9017

LOCALITY

State LOUISIANA

General locality WEST COTE BLANCHE BAY

Locality COTE BLANCHE ISLAND SOUTH TO POINT
MARONE

194 51

CHIEF OF PARTY

C.W. Clark, Chief of Field Party.

A.L. Wardwell, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE November 20, 1952

B-1870-1 (1)

2106

DATA RECORD

T-9017

Project No. (II): Ph21(47), Quadrangle Name (IV): Point Marone, La.

Field Office (II): Morgan City, La.

Chief of Party: Charles W. Clark

Photogrammetric Office (III): Tampa, Fla.

Officer-in-Charge: Arthur L. Wardwell

Instructions dated (II) (III): 12 Feb 1948

Copy filed in Division of
Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III):

Date received in Washington Office (IV): 5-22-50 Date reported to Nautical Chart Branch (IV): 5-26-50

Applied to Chart No.

Date:

Date registered (IV): 6-11-52

Publication Scale (IV): 1:20,000

Issue
Publication date (IV): April 1952

Geographic Datum (III): N.A.1927

Vertical Datum (III): M.H.W.

~~Mean sea level~~ except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (5) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): COTE BLANCHE 3, 1913

Lat.: 29° 44' 56.806" (1749.1^m) Long.: 91° 43' 01.404" (37.7m)

Adjusted

~~Unadjusted~~

Plane Coordinates (IV):

State: Louisiana Zone: South

Y=

X=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.

[illegible]

Areas contoured by various personnel
(Show name within area)
(II) (III)

DATA RECORD

Field inspection by (II): J. W. Howell

Date: April, 1948

Planetable contouring by (II): Inapplicable

Date: —

Completion Surveys by (II): C. A. Navin

Date: December 1948

Mean High Water Location (III) (State date and method of location):

Date of photographs, Air Photo. Compilation

Projection and Grids ruled by (IV): W.E.W. Wash. off.

Date: Feb 19, 1948

Projection and Grids checked by (IV): T.L.J. " "

Date: " " "

Control plotted by (III): E.T. Ogilby

Date: Dec 22, 1948

Control checked by (III): W.W. Dawsey

Date: " " "

Radial Plot ~~no Stereoscopic~~

Date: Aug 19, 1949

~~Control Extension~~ by (III): M.M. Slavney

Planimetry

Date: —

Stereoscopic Instrument compilation (III):

Inapplicable

Contours

Date: —

Manuscript delineated by (III): R. Dossett

Date: Oct 1949

Photogrammetric Office Review by (III): J.A. Giles

Date: Dec 1949

Elevations on Manuscript

checked by (II) (III): Inapplicable

Date: —

Camera (kind or source) (III): U.S. Coast & Geod. Survey, 9 lens, 8 $\frac{1}{4}$ focal length

Number	Date	Time	Scale	Stage of Tide
22033	3-13-48	1505	1:20,000	0.1
22034	"	1506	"	0.1
22035	"	1507	"	0.1
22063	"	1541	"	0.1
22064	"	1542	"	0.1
22065	"	1543	"	0.1

Tide (III)

Reference Station: Galveston

Subordinate Station: Cote Blanche, West Cote Blanche Bay

Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range
1.0	1.0	1.4
1.0	1.0	1.4

Washington Office Review by (IV):

L. Martin Sajik

Date: 4-10-51

Final Drafting by (IV): Baltimore

Date:

Drafting verified for reproduction by (IV): C. Kupiec

Date: Mar 3, 1952

Proof Edit by (IV):

L. Martin Sajik

Date: 3-26-52

Land Area (Sq. Statute Miles) (III): 5.8

Shoreline (More than 200 meters to opposite shore) (III): 14.4

Shoreline (Less than 200 meters to opposite shore) (III): 3.1

Control Leveling - Miles (II): None

Number of Triangulation Stations searched for (II): 3

Recovered: 2

Identified: 1

Number of BMs searched for (II): None

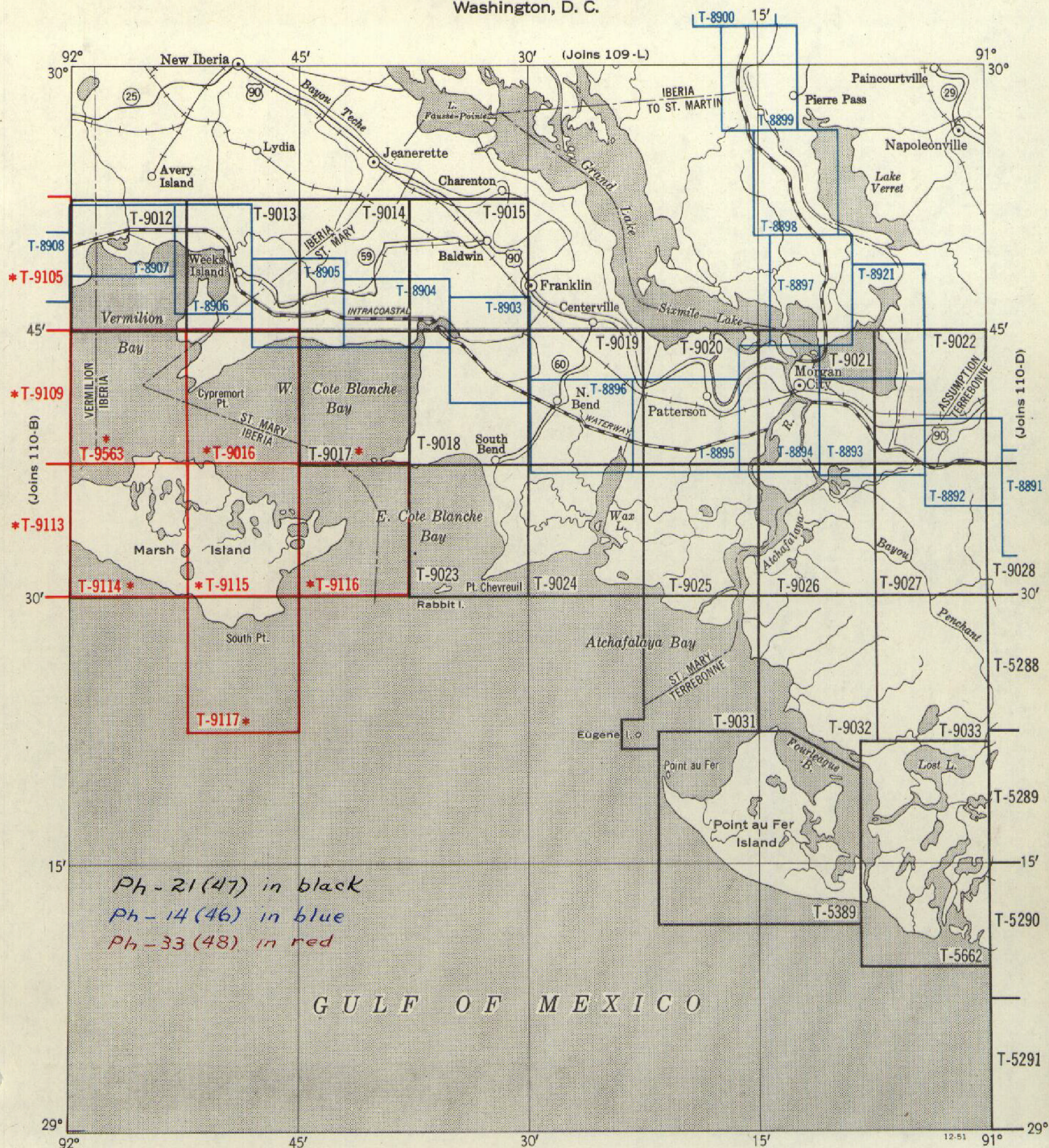
Recovered: -

Identified: -

Number of Recoverable Photo Stations established (III): 2

Number of Temporary Photo Hydro Stations established (III): None

Remarks:



PLANIMETRIC MAPS: Show natural and cultural features within the map limits except contours and elevations. Maps T-5389 and T-5662, scale 1:20,000, prepared from aerial photographs taken February and March 1931; maps T-9012 to T-9033, scale 1:20,000 prepared from aerial photographs taken December 1947 to March 1948. Printed and distributed by the U. S. Coast and Geodetic Survey. Price 75c each.

SHORELINE SURVEYS: Similar to planimetric maps, but cover only the shoreline and the land area immediately adjacent thereto. Surveys T-8892 to T-8898, T-8903 to T-8907, scale 1:10,000, and T-8921, scale 1:20,000, prepared from aerial photographs taken November 1946. Not to be published, but photographic copies of the original manuscripts can be furnished by the U. S. Coast and Geodetic Survey at 75c each.

TOPOGRAPHIC MAPS: Part of the 7½-minute series of standard topographic quadrangle maps of the United States. Maps T-9016 and T-9114 to T-9117 and T-9563, compiled by the U. S. Coast and Geodetic Survey at scale 1:20,000 from aerial photographs taken December 1947 to March 1948. Printed and distributed by the U. S. Geological Survey at the scale of 1:24,000. Pending final publication by the U. S. Geological Survey, and for special purposes after publication, photographic copies of the original map manuscripts can be furnished by the U. S. Coast and Geodetic Survey at 75c each.

*Denotes sheet not published to date

Summary T- 9017

This planimetric survey is one of a series of 21 maps at scale 1:20,000 in the Gulf Coast area of Louisiana. Except for T-9032 and T-9033, which are odd sizes, each is $7\frac{1}{2}$ minutes in latitude and longitude.

The area covered by this project includes Houma, Louisiana, on the east, to Vermilion Bay on the west, and extends from the vicinity of the Intracoastal Waterway southward to Atchafalaya and Fourleague Bays.

Shoreline surveys for the Intracoastal Waterway of project Ph-14(46) at 1:10,000 scale, falling within the project, furnished some detailed information along both sides of the Waterway and for the planimetric maps of this project.

Adjoining this project to the west are 17 contemporary topographic quadrangles at 1:20,000 scale in project Ph-33(48). Adjoining to the east and covering the Intracoastal Waterway to Florida are a series of revision sheets at 1:20,000 scale of Project Ph-1(45). Bordering the three southernmost quadrangles of this project is an early photo compilation project completed in 1935.

FIELD INSPECTION REPORT
Quadrangles 9016, 9017, 9018
Project Ph-21(47)
15 June 1948

1. DESCRIPTION OF THE AREA

The area embraced by these quadrangles is bounded on the north by Lat. 29°45'; on the south by Lat. 29°37.5'; on the east by Long. 91°30'; and on the west by Long. 91°52.5'.

Most of the area within Quadrangles 9016 and 9017 is in West Cote Blanche Bay. A small area along the northern limits of these quadrangles is land. The land area is principally low marsh and not fit for farming.

Quadrangle 9018 is almost entirely land and as mentioned above is principally marsh. A small settlement (South Bend) is found in the southeast corner of this quadrangle.

The area is uninhabited except during the trapping and summer seasons. Numerous trappers cabins are found through the marsh. These cabins are used as a base for working the trap lines during the season. Cypremort Point has numerous summer cabins for vacationing and fishing.

The area is accessible mainly by boat. Two roads are found in the area. One leads to Cypremort Point and the other passes through South Bend.

2. COMPLETENESS OF FIELD INSPECTION

Field inspection is believed to be adequate and complete and was performed in accordance with project instructions dated 12 February 1948.

3. INTERPRETATION OF THE PHOTOGRAPHS

As the photography was of recent date no great difficulty was encountered in the interpretation of the photographs.

4. HORIZONTAL CONTROL

All U. S. C. & G. S. horizontal control stations not recovered during 1947 field work were searched for and where recovered were identified on the photographs. The stations identified during the current field work are, TWIN-1933, OAK-1933, NED-1933, BRUSH-1933, NORTH-1933, MARSH ISLAND, NORTH CONSERVATION TOWER-1933, BAYOU-1933, YELLOW-1933, and SOUTH BEND-1933.

COTE BLANCHE 3, 1931 was recovered but not identified.

5. VERTICAL CONTROL

Not applicable to this project.

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6. CONTOURS AND DRAINAGE

Not applicable to this project.

7. MEAN HIGH WATER LINE

As mentioned in the description of the area, the land is low marsh and the Mean High Water Line is indefinite. The apparent shoreline has been indicated on the photographs.

8. LOW WATER LINE

The Low Water Line is congruous with the High Water Line.

9. WHARVES AND SHORELINE STRUCTURES

All wharves and shoreline structures have been indicated on the photographs.

10. DETAIL OFFSHORE FROM THE MEAN HIGH WATER LINE

The detail offshore from the Mean High Water Line has been labeled on the photographs. This detail is principally an oil field off Cypremort Point, in West Cote Blanche Bay.

11. LANDMARKS AND AIDS TO NAVIGATION

No prominent features or structures are found in the area and no landmarks were selected.

The fixed aids within the area were located. The aids in West Cote Blanche Bay, at the entrance to Ivanhoe Canal were located by sextant fix. These aids are owned and maintained by the TEXAS COMPANY. Form 567 is submitted. The fixed aids in Quad 9018 near the intersection of Intracoastal Waterway and Charenton Canal were located by identification on the photographs.

12. HYDROGRAPHIC CONTROL

In accordance with instructions for this project, topographic stations were set to supplement the existing horizontal control. These stations were set in order to have a station at approximately two mile intervals.

13. LANDING FIELDS AND AERONAUTICAL AIDS

There are no landing fields or aeronautical aids within these quadrangles.

14. ROAD CLASSIFICATION

All roads have been classified in accordance with current instructions.

15. BRIDGES

Not applicable to these quadrangles.

16. BUILDINGS AND STRUCTURES

All substantial buildings in the area have been encircled on the photographs and all public buildings, where they exist, have been labeled.

17. BOUNDARIES

The entire area with the exception of the northwest corner of quadrangle 9016 is in St. Mary Parish. The Iberia-St. Mary Parish line passes through the northwest corner of quadrangle 9016. This line has been drawn in on photo. 22062 and the legal description of the parish boundary was submitted as a part of a special report entitled "SPECIAL REPORT, Boundaries, Ph-21(47) May 1948."

18. GEOGRAPHIC NAMES

Geographic names were adequately covered by "SPECIAL REPORT ON GEOGRAPHIC NAMES; Houma, Louisiana to Vermilion Bay, Louisiana, Project Ph-14(46) dated July 1947."

19. PREVIOUS SURVEYS Ph-14(46)

Ozalids for "T" sheets along the Intracoastal Waterway, which passes through Quadrangle 9018 were not available. The Waterway was field inspected and the fixed aids to navigation were located on the photographs.

Submitted by

John S. Howell
John S. Howell *By HAD*
Cartographer

William M. Reynolds
William M. Reynolds
Engineering Aid

Approved & Forwarded

Charles W. Clark
Charles W. Clark
Lieut. U.S.C.&G.S.
Chief of Party

PHOTOGRAMMETRIC PLOT REPORT

21. AREA COVERED

This report is on the photogrammetric plot for T-9012, T-9013, T-9014, T-9015, T-9017, T-9018, T-9019, T-9023, and T-9024 of Ph-21(47) Louisiana; and T-9016, T-9114, T-9115, T-9116, and T-9117, of adjoining project Ph-33(48) Louisiana. This continuous plot completed Ph-21(47). Because the junction of Ph-21(47) and Ph-33(48) is irregular and the radial plot was continuous this is a combined report. }

The sketch on page 17 of this report, shows the arrangement of the quadrangles, the limits of Projects Ph-21(47) and Ph-33(48) sheets of Ph-14(46), junction with the previous photogrammetric plot for Ph-21(47), the centers of the photographs used, and the control identified for use in this plot.

22. METHOD

The plot was laid using hand templates in the radial plot method.

T-9014, T-9015, T-9017, T-9018, T-9019, T-9023, T-9024, T-9116, and T-9117 are regular quadrangles, $7\frac{1}{2}$ minutes in latitude and longitude. Quadrangles T-9012, T-9013, T-9016, T-9114, and T-9115 depart from regularity to make it possible to map all of a contiguous land area within onemap manuscript. The sketch on page 17 shows the digressions from regularity. All the projections are 1: 20,000 scale with the 10,000-foot intervals of the Louisiana South Lambert Co-ordinate System ruled on the projections.

The base grids, upon which this radial plot was laid, were of vinylite ruled with 10,000-foot intervals at 1: 20,000 scale. Sufficient grids were joined to encompass all the control identified for this radial plot and to extend into the area covered by Radial Plot No. 1 of Ph-21(47).

All the horizontal control recovered or established by the field party was plotted on the projections and checked. Substitute stations identified for controlling the radial plot were plotted graphically unless the substitute station was more than 1,000 feet from the main station, or more than one instrument set-up was made. For substitute stations more than 1,000 feet from the main station and, or, more than one instrument set-up, position computations were made and the station plotted conventionally and checked.

Control to be used in the main radial plot was transferred from the quadrangle projections to the base grid by matching the plane coordinate grid lines of the quadrangles with those of the base grid. Identified control that fell outside the projection limits was plotted on the base grids in the conventional way and checked.

The photographs furnished for this radial plot were nine-lens at 1: 20,000 scale, numbered as follows:

21939 - 21949	inclusive
21967 - 21973	"
21975	
21984	
21988 - 21990	inclusive
22028 - 22040	"
22058 - 22070	"
22081 - 22091	"

In accordance with instructions for 1947 photographs numbered 19558 to 22340, master templet 21682 was used for correcting transforming errors and paper distortion.

Pass points were selected in a regular scheme, to assist in strengthening the plot. In areas where these quadrangles overlapped Ph-14(46) compilations, pass points were selected which were common to those of Ph-14(46) and this radial plot. The relative positions of these points will be discussed.

The templets were vinylite.

This radial plot was continued west from the junction with Radial Plot No. 1 of Ph-21(47), see sketch on Page 17. Development of the plot was conventional; templets rigidly fixed on "Positively identified control were laid first, then progressing through those with weaker fixes and finally bridging those with least control.

The final laydown of this radial plot gave tight intersections on passpoints and control throughout. Pass points, excepting several on the line of flight in an area of sparse overlap, were located by four or more cuts that gave strong fixes. This radial plot is considered strong and work has progressed on some of the quadrangles to give excellent intersections of cuts for detail points.

Twenty-three of the pass points located by this plot were especially selected as common with Ph-14(46) Louisiana for which film positive reductions and photographs were in this office. The relative positions of these points as established by this radial plot and Ph-14(46) are:

FIFTEEN POINTS	-	same position
THREE	"	- .2mm (4 meters) off
THREE	"	- .3mm (6 meters) off
TWO	"	- .6mm (12 meters) off

One of the pass points selected as common between the Ph-14(46) compilation T-8907 was McIlhenny Channel Light No. 1. The position of the light from this radial plot differs by .6mm (12 meters) from the Ph-14(46) position. A thorough investigation was made and the radial plot relayed, but the position arrived at on this radial plot did not change.

Of the sixty-two control stations provided for this radial plot all gave tight intersections on the final laydown but three did not hold their field positions. These are discussed under paragraph 23 (ADEQUACY OF CONTROL)

Intersections for all points located by the radial plot were circled on the plot before transfer to the map manuscripts. The map manuscripts were superposed on the plot with the grid co-ordinate lines of the projection matching those of the base grids for transfer of the photogrammetric points and photograph centers.

A check on the radial plot was made by putting each photograph in place under the map manuscripts. The dates of completion of the radial plot for the map manuscripts are:

Ph-21(47)

T-9019 and T-9024 on July 29
 T-9023 on August 5
 T-9015 and T-9018 on August 8
 T-9014 on August 18
 T-9017 on August 19, 1949
 T-9012 and T-9013 on October 10, 1949

Ph-33

T-9115 on October 5, 1949
 T-9114 on October 6, 1949
 T-9016 and T-9116 on October 11, 1949
 T-9117 on October 25, 1949

Pass points common with those of Ph-14(46) are shown with concentric circles of 4mm and 6mm diameter.

23. ADEQUACY OF CONTROL

Sixty-two horizontal control stations were used in this radial plot and they are considered to be adequate. Of the sixty-two identified stations, thirty-three were by the substitute station method, sixteen were natural objects, and thirteen were "pricked direct". Eight of the sixty-two control stations were identified as part of the field work on Ph-14(46) and were used to supplement the control specifically identified for Ph-21(47) and Ph-33(48).

Of the sixty-two control stations used in this radial plot all but four were held. Two of the stations classified "positive" in accuracy of identification and two as "doubtful." Particular effort was made to resolve the discrepancies on these four stations because no field party was in the area to make a field check. The four stations not held are discussed here.

1. East of T-9015 outside the project limits, the radial plot gave an intersection .8mm (16 meters) south southwest of the field position for Substitute Station OAKIAWN, 1931 (Positive), No. 28 on the sketch. This station is within 925 meters of OAKIAWN SOUTH COAST SUGAR MILL WATER TANK, 1931 which was also identified and held on the plot.

2. On T-9016 the radial plot gave an intersection .85mm (17 meters) west of the field position for Substitute Station BRUSH, 1933 (doubtful), No. 13 on the sketch. A note on the back of the station identification card stated that the "party visited the station the day after a marsh fire which made the marsh lines very difficult to follow on the photographs."

3. On T-9024 the photogrammetric plot gave an intersection .4mm (8 meters) south of the field position for Substitute Station BELLE ISLE 2, 1888 (Positive), No. 41 on the sketch. There appears a small tree .5mm. north of the one pricked on field print 21940 by the field party that very closely fits the radial plot. It is noted that BELLE ISLE SALT WORKS STACK, 1913 which was easily pricked direct is less than 1200 meters from Substitute Station BELLE ISLE 2, 1888 and the stack held on the radial plot.

4. On T-9024, along the junction with T-9025, the radial plot gave an intersection 2.05mm. (41 meters) north northeast of the field position for Substitute Station MYRTLE, 1935 (classified as "Doubtful"), No. 39 on the sketch. The point located as the substitute station is "a point of grass" and there is visible on the photographs another point of grass about 2mm. (40 meters) south southwest of the point pricked in the field which may be the one located in the field. Another explanation for the movement of this station may be the inherent weakness in the position of MYRTLE 1935. This intersection station was located by cuts from CROSS 1933 and BELLE ISLE 2, 1888; the azimuth at MYRTLE, 1935 to CROSS 1933 is given as $220^{\circ} 45' 29''$ and from MYRTLE 1935 to BELLE ISLE 2, 1888 is given $33^{\circ} 52' 18''$, a difference of $186^{\circ} 53' 11''$. All of which may account for the movement of Substitute Station MYRTLE in a north northeast and south southwest direction.

Control station WEEKS ISLAND MYLES SALT WORKS LARGE WATER TANK, 1948 on T-9013, No. 10 on the sketch, is a tank located by traverse from the intersection of the footings of WEEKS ISLAND MYLES SALT WORKS TANK, 1931 which is now "lost".

Substitute Station SALT on T-9023, No. 46 on the sketch, was identified and held on the radial plot. It had been classified as "Doubtful", because SALT 1933 was classified "DESTROYED", the 526 card stating, "the 5 inch concrete pipe has washed out and is lying in the water partly submerged. R.M. 1 and R.M. 2 were recovered in good condition and measurements to these marks indicate that the base of the pipe is in or close to the original position."

Control station YELLOW, 1933 on T-9018, No. 49 on the sketch, is now classified as "Destroyed", but was "pricked direct" and labelled "Doubtful", the monument having been found "lying on its side". It was held in the radial plot.

The monument for NED, 1933 in T-9115, No. 56 on the sketch, could not be found but some stakes driven in a circle that satisfied the description were assumed to mark the station. This point was "pricked direct". classified "Doubtful", but held in the radial plot, the station is however, considered "Lost".

Control station 534 / 27.75 (U.S.E.) was plotted on map manuscript T-9012, No. 3 on the sketch, and it was planned to use the substitute station on this radial plot: it had been identified for use on Ph-14.

The control station identification card gave one distance, 9 meters, on the sketch and another distance, 14 meters, in the space reserved for "Distance" as the distance from 534 / 27.75 to SUBSTITUTE STATION 534 / 27.75. The substitute station was plotted using both distances in the possibility that the radial plot might resolve the discrepancy. However, the arrangement of photographs is such that the cuts go through both plotted positions.

24. SUPPLEMENTAL DATA

Film positives at 1: 20,000 scale of Ph-14(46) map manuscripts T-8895, T-8896, T-8903, T-8904, T-8905, T-8906 and T-8907 which fall within the limits of this radial plot (see sketch on page 19) were provided. Also provided with the above map manuscripts were the control identification cards and the 1: 10,000 scale nine-lens photographs used in compilation. Use of this control and the compilations has been discussed in other parts of this report.

25. PHOTOGRAPHY

Generally, the photography is considered very good and the coverage good. In some areas of T-9012, T-9017, T-9018, T-9019, T-9116, T-9023, and T-9024 the overlap of flight lines is less than the desirable amount. It would have made possible stronger fixes for pass points to have had a flight of photographs just north of T-9012, T-9013, T-9014, and T-9015. This too may have positively resolved discrepancies between Ph-14(46) and this radial plot.

Some tilt was observed, photographs 21972, and 22058 being the worst, but not so bad as to prevent their use.

Attempts to transfer points from the 1: 10,000 scale photographs of Ph-14(46) to the 1: 20,000 photographs of Ph-21(47) and Ph-33(48) met with varying success, and the results obtained have been discussed in this report.

Milton M. Slavney
Milton M. Slavney,
Cartographer

Approved and Forwarded:

Ross A. Gilmore
for Ross A. Gilmore,
Chief of Party.

COMPILATION REPORT, T-9017

PHOTOGRAMMETRIC PLOT REPORT

This is the subject of a special report, ^{the original of which is} submitted with T-9018; ~~a photostatic copy of which is in~~ ^{this report.} descriptive report.

31. DELINEATION

This manuscript has been delineated by the graphic method.

The field inspection was adequate.

Since common detail points between this compilation and the film positives of the 1:10,000 shoreline survey numbers T-8904 and T-8905, along the Intracoastal Waterway were not in agreement, this map manuscript has been compiled from the 1:20,000 photographs.

Some changes were made along the shoreline as shown by the film positives of T-8904 and T-8905. The 1:10,000 photographs used for these compilations gave obscurity to the shoreline along West Cote Blanche Bay due to obliqueness and leaning trees. ~~This may be noted at Red Bluff where the shoreline was delineated as indefinite, whereas the shoreline is fast with a 30 ft bluff.~~

32. CONTROL

There was sufficient primary and well distributed secondary control to insure accurate detail points.

33. SUPPLEMENTAL DATA

None used. Reference Item 31.

34. CONTOURS AND DRAINAGE

Contours not applicable. The small amount of drainage was readily apparent on the photographs and no difficulty was encountered in its delineation.

35. SHORELINE AND ALONGSHORE DETAILS

The film positive for 1:10,000 compilation T-8904 showed ruined piers and a shell reef not discernable on the 1:20,000 photographs; nor for which were positions indicated by field inspection. Accordingly, these were transferred to this compilation by holding adjacent common delineated detail features.

36. OFFSHORE DETAILS

Delineated as shown by field inspection.

37. LANDMARKS AND AIDS

The Ivanhoe Canal entrance lights and daybeacons were established from sextant fixes submitted by the field inspector. Their positions are submitted on form 567 with this report.

No landmarks were recovered.

38. CONTROL FOR FUTURE SURVEYS

Two topographic stations are being submitted on form 524 with this report.

These stations have been listed and included in Item 49.

39. JUNCTIONS

This map manuscript joins survey T-9014 on the north, T-9016 on the west, T-9018 on the east and T-9116 on the south.

Junction has been made with all adjoining surveys.

40. HORIZONTAL AND VERTICAL ACCURACY:

No statement required.

46. COMPARISON WITH EXISTING MAPS

A comparison has been made with the Mississippi River Commission quadrangle "BAYOU SALE", scale 1:62,500, edition of 1937, reprinted 1941.

The two surveys are in good agreement with the exception of minor cultural changes which are to be expected due to the time element involved.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with Intracoastal Waterway Chart 882, scale 1:40,000, published in February 1950 and corrected to 6 February 1950. The shoreline survey mentioned under Item 31 was the main source of the planimetry on the chart; therefore, the manuscript and chart are in good agreement except for a minor horizontal displacement of details.

Comparison was also made with Nautical Chart 1276, scale 1:80,000, published in March 1939 and corrected to 18 August 1947. The quadrangle listed under Item 46 was apparently the main source of the planimetry for the chart; therefore, the same statement under that item applies.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY:


None.

ITEMS TO BE CARRIED FORWARD:

None.


Rudolph Dossett,
Cartographic Photo Aid

Approved and Forwarded


Arthur L. Wardwell,
Chief of Party

48. GEOGRAPHIC NAME LIST

- BAYOU CARLIN
- BAYOU LONG
- COTE BLANCHE ISLAND
- HACKBERRY LAKE
- IBERIA PARISH
- IVANHOE CANAL
- LITTLE CARLIN BAYOU
- LOUISIANA
- POINT CORA
- POINT MARONE
- POINT NO POINT
- RED BLUFF
- ST. MARY PARISH
- WEST COTE BLANCHE BAY

Names approved

4-6-51

a.f.w.

49. NOTES FOR THE HYDROGRAPHER

There follows a list of topographic stations that will be useful to the hydrographer:

MAGG, 1948
LAMB, 1948

TIDE COMPUTATION

PROJECT NO. Ph-21(47)T-9017

Time and date of exposure 1502 3-13-48 Reference station Galveston Mean range 1.0
 Date of field inspection April 1948 Subordinate station Cote Blanche, West Cote Blanche Bay Ratio of ranges 1.0

	Time		Height feet	Height x Ratio of ranges	Range of tide	Time	
	h.	m.				h.	m.
High tide	17	43	0.6	0.6	High tide	17	43
Low tide	12	10	0.1	0.1	Low tide	+2	15
Duration of rise or fall	5	33		0.5	Corrected time at Subordinate station	19	58
					Corrected time at Subordinate station	14	25

	h.	m.		feet		feet	Photo. No.
Time 1502 L. T.	14	25	Ht. 1502 L. T.	0.1	Feature bares		22033 to
Required time	15	02	Tabular correction	0.0	Stage of tide above MLW		22035
Interval		37	Stage of tide above MLW	0.1	Feature above MLW		
Time H. T. or L. T.			Ht. H. T. or L. T.		Feature bares		
Required time			Tabular correction		Stage of tide above MLW		
Interval			Stage of tide above MLW		Feature above MLW		
Time H. T. or L. T.			Ht. H. T. or L. T.		Feature bares		
Required time			Tabular correction		Stage of tide above MLW		
Interval			Stage of tide above MLW		Feature above MLW		
Time H. T. or L. T.			Ht. H. T. or L. T.		Feature bares		
Required time			Tabular correction		Stage of tide above MLW		
Interval			Stage of tide above MLW		Feature above MLW		
Time H. T. or L. T.			Ht. H. T. or L. T.		Feature bares		
Required time			Tabular correction		Stage of tide above MLW		
Interval			Stage of tide above MLW		Feature above MLW		
Time H. T. or L. T.			Ht. H. T. or L. T.		Feature bares		
Required time			Tabular correction		Stage of tide above MLW		
Interval			Stage of tide above MLW		Feature above MLW		

TOPOGRAPHIC REVIEW SECTION

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

TO BE CHARTED

Morgan City, Louisiana

17 June, 1948

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~the~~ the charts indicated.

The positions given have been checked after listing by R. Dessett

Tampa Photo. Office

Charles W. Clark, Chief of Party.

STATE	CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION				METHOD OF LOCATION AND SURVEY NO.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE	LONGITUDE	DATUM	D. P. METERS						
LOUISIANA	Bn. 1	Ivanhoe Canal Entrance - Black Pile dolphin, White reflector		29 44	91 44	N.A. 1927	489		Red. Plot Apr 11 1948	X			882
	It. 2	Ivanhoe Canal Entrance - Red dolphin		29 44	91 44	"	440		"	X			1276
	Bn. 3	Ivanhoe Canal Entrance - Black Pile, White reflector		29 44	91 44	"	478		"	X			"
	Bn. 8	Ivanhoe Canal Entrance - Red Pile, Red reflector		29 44	91 44	"	455		"	X			"
	LIGHT	Ivanhoe Canal -		29 44	91 44	"	433		"	X			"
NOTE:													
None of the lights or daybeacons at the entrance to Ivanhoe Canal are numbered; they are about 100 feet east of the centerline of the channel, owned and maintained by the Texas Company.													

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids should be considered for the charts of the area and not by

Abbeville, Louisiana

The positions given have been checked after listing by

Parcy L. Bernstein *Chief of Party.*

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if not represented on this form. The data should be considered for the charts of the area and not by

T. 9017

CONTROL STATIONS

(Nautical Chart Data)

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES

MISCELLANEOUS

41. Remarks (see attached sheet)

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Supervisor

M.2623.12

Review Report T-9017
Planimetric Map
April 9, 1951

62. Comparison with Registered Topographic Surveys.-

T-6347 b	1:20,000	1935
T-8904	1:10,000	1948
T-8905	1:10,000	1948

Since the date of survey T-6347b, the shoreline has, due to erosion, become very irregular and has receded noticeably.

This survey supersedes those listed above for charting purposes.

63. Comparison with Maps of Other Agencies.-

Bayou Sale, La., Quadrangle, 1:62,500, U.S.E., 1937

No significant changes between the above and this survey were noted. Also see Item 46 of the Compilation Report included herein.

64. Comparison with Contemporary Hydrographic Surveys.-

None contemporary.

65. Comparison with Nautical Charts.-

Chart 882	1:40,000	February 1950
1051	1:175,000	March 1949
1116	1:458,596	May 1950
1276	1:80,000	October 1950

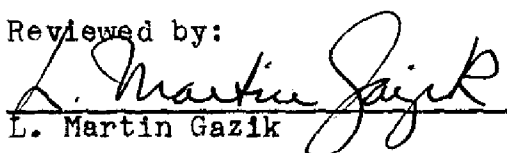
For comment, see Item 47 of the Compilation Report included herein.

66. Miscellaneous.-

FIELD CHECK - due to lack of cultural development and the small area involved, a field check of the aids to navigation at the entrance to IVANHOE CANAL was requested rather than the usual field edit, and new positions for these aids are submitted on the included Form 567 dated April 7, 1951.

67. Adequacy of Results.-This map has been compiled in accordance with project instructions and Bureau policy, and conforms to the National Standards of Map Accuracy.

Reviewed by:


L. Martin Gazik

APPROVED:

S. V. Griffith
Chief, Review Section
Div. of Photogrammetry

J. H. Edmonson
Chief, Nautical Chart Branch
Division of Charts

O. S. Reading
Chief, Div. of Photogrammetry

Earl O. Heston
Chief, Div. of Coastal Surveys
L.S.H.