

9021

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(17) Office No. T-9021

LOCALITY

State LOUISIANA

General locality GULF COAST

Locality MORGAN CITY AND VICINITY

194/50

CHIEF OF PARTY

C. W. Clark, Chief of Field Party.

A. L. Wardwell, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE March 4, 1952

1208

DATA RECORD

T 9021

Project No. (II): Ph-21(47) Quadrangle Name (IV): Morgan City and Vicinity

Field Office (II): Morgan City, La. Chief of Party: Charles W. Clark

Photogrammetric Office (III): Tampa, Florida Officer-in-Charge: Arthur L. Wardwell

Instructions dated (II) (III): May 1948 Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1: 20,000 Stereoscopic Plotting Instrument Scale (III): Inapplicable

Scale Factor (III): None

Date received in Washington Office (IV): 5-4-50 Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date: Date registered (IV): 15 Jan 1952

Publication Scale (IV): 1: 20,000 Publication date (IV):

Geographic Datum (III): N.A. 1927 Vertical Datum (III): MHW

~~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): MORGAN, 1931

Lat.: 29° 43' 06."921 (213.1M) Long.: 91° 12' 43."905 (1180.1M) Adjusted
~~Orthographic~~

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.

INAPPLICABLE

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

DATA RECORD

Field Inspection by (II): Wm. M. Reynolds

Date: May 1948

Planetable contouring by (II): Inapplicable

Date:

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

Date: August 1950

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

March 13, 1948 Air photo compilation

Projection and Grids ruled by (IV): W.E.W. (Washington Office)

Date: Feb. 20, 1948

Projection and Grids checked by (IV):

" "

Date: Feb. 20, 1948

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

Date: Dec. 22, 1948

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

Date: Dec. 22, 1948

Radial Plot ~~by (III): M.M. Slavney~~

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

Date: March 29, 1949

Stereoscopic Instrument compilation (III):
Planimetry
Contours Inapplicable

Date:

Date:

Manuscript delineated by (III): J.C. Richter

Date: May 1949

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

Date: JUNE 1949

Elevations on Manuscript
checked by (II) (III): Inapplicable

Date:

Camera (kind or source) (III): USC&GS 9-lens 8 $\frac{1}{4}$ " focal length

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
22025	March 13, 1948	1454	1: 20,000	No periodic tide
22026	" "	1455	"	
22073	" "	1550	"	
22074	" "	1551	"	

Tide (III)

Reference Station:

Subordinate Station: No periodic tide

Subordinate Station:

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 35

Shoreline (More than 200 meters to opposite shore) (III): 77.6 miles

Shoreline (Less than 200 meters to opposite shore) (III): 48.3 miles

Control Leveling - Miles (II): None

Number of Triangulation Stations searched for (II): 9 Recovered: 9 Identified: 9

Number of BMs searched for (II): None Recovered: 0 Identified: 0

Number of Recoverable Photo Stations established (III): 8

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

Remarks:

Ratio of Ranges	Mean Range	Spring Range

Date: 3-15-51

Date: Oct. 12, 1951

Date: Oct. 19, 1951

Date: Jan 15, 1952

SUMMARY T-9021

This planimetric survey is one of a series of 21 maps at 1:20,000 in the Gulf Coast area of Louisiana - each $7\frac{1}{2}$ 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 furnished some detailed information along both sides of the Waterway area 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).

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FIELD INSPECTION REPORT
Quadrangles 9020-9021
Project Ph-21(47)
June 1948

1. DESCRIPTION OF THE AREA

These quadrangles are bounded on the north by Lat. 29° 45', on the south by Lat. 29° 37.5', on the east by Long. 91° 07.5', and on the west by Long. 91° 22.5'.

The principal cultural features are the Southern Pacific Railroad, the Intracoastal Waterway, and U. S. Highway 90. The Atchafalaya River and numerous bayous are also found in these quadrangles and the more prominent bayous are Bayou Teche, Bayou Shaffer, and Bayou Boeuf.

Three incorporated towns are within these quadrangles. They are Morgan City, Berwick, and Patterson. The principal industries of these towns are fishing, farming, lumber, and the exploration and development of oil fields. Morgan City serves as the nucleus for the work carried on by the various oil companies. The lumber industry employs quite a number of the people. One large sawmill is located in Morgan City and a smaller one is in Berwick. These mills are engaged mainly in cutting cypress and hardwood. Farming consists mainly of raising sugar cane. The shell industry is also worthy of mention. The shells are dredged from the reefs in Atchafalaya Bay and brought to Morgan City by barge for crushing. After crushing they are used for making lime.

Due to the nature of the country and the divergence of Mississippi River flood water through the Atchafalaya River, flood control presents a problem. A concrete seawall has been constructed along the river bank in Morgan City and Berwick and numerous levees have been built to keep the river within its banks. The levees that are completed have been labelled on the photographs and drawings of the levees under construction were obtained from the U. S. Engineers. These plans are submitted in order that these levees may be shown on the map manuscript.

Much of the area is marsh and swamp. The arable land, as mentioned in previous reports, is devoted chiefly to sugar cane production.

2. COMPLETENESS OF FIELD INSPECTION

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

3. INTERPRETATION OF PHOTOGRAPHS

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

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4. HORIZONTAL CONTROL

All U.S.C.&G.S. horizontal control stations not recovered during 1947 field work were searched for and when recovered were identified on the photographs. The stations identified during the present field work are, Teche-1931, Patterson Airport Beacon-1931, Idlewild-1931, Morgan-1931, PEM 52(USE)-1917, Morgan City Municipal Tank-1931, Berwick Catholic Church Cross-1931, Primary Traverse Station No. 23(U.S.G.S.)-1906-1917, St. Joseph Church-1931, and Patterson Municipal Tank-1931. All identification is positive except the Patterson Airport Beacon.

5. VERTICAL CONTROL

Not applicable to this project

6. CONTOURS AND DRAINAGE

Not applicable to this project.

7. MEAN HIGH WATER LINE

Along the banks of the Atchafalaya River, Bayou Teche, and the Intracoastal Waterway, and most of the smaller bayous, the MHW line is congruous with the fast shoreline. The banks of the above streams are clearly visible on the photographs and the mean high water line along their courses was not delineated in the field.

The portion of the quadrangles with indefinite shoreline is along the southern side of Six Mile Lake. The apparent shoreline has been indicated on the photographs.

8. LOW WATER LINE

The low water line is congruous with the apparent shoreline.

9. WHARVES AND SHORELINE STRUCTURES

All wharves and shoreline structures have been indicated on the photographs or verified on ozalid sheet T8894. One new slip, which has been dredged since the date of photography has been located tapping directly on photo. 22025.

10. DETAIL OFFSHORE FROM THE MEAN HIGH WATER LINE

Not applicable to these quadrangles.

11. LANDMARKS AND AIDS TO NAVIGATION

All landmarks have been identified and labeled on the photographs. Form 567 is submitted.

All fixed aids to navigation shown on T8894 were inspected. All of these lights are to be charted as shown. One additional light within the limits of T8894, Light 17 in Berwick Bay which is charted but not listed in Light List was located by identification on photo. 22022. T8897 was not available for verification of lights. Flat Lake Turn and Bayou Long Lights in Flat Lake and Stout Point Light were ~~verified~~ by identification of photographs. One additional light, Bayou Boutte Light in Six Mile Lake was located by identification on photo. 22072. All the above lights are listed on attached Form 567.

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12. HYDROGRAPHIC CONTROL

Not applicable to these quadrangles.

13. LANDING FIELDS AND AERONAUTICAL AIDS

One landing field falls within these quadrangles. Harry P. Williams Airport, west of Patterson is a sod field and suitable for small light aircraft only. The limits of the takeoff landing area have been drawn in on photo. 22028.

Small seaplanes occasionally takeoff and land on the Atchafalaya River at Morgan City.

There are no aeronautical aids within these quadrangles. The beacon at Harry P. Williams Airport has been discontinued, only the tower remains.

14. ROAD CLASSIFICATION

All roads have been classified in accordance with current instructions.

15. BRIDGES

All bridges not previously reported in connection with project Ph 14(46) were carefully measured with a steel tape. The clearances are noted on the photographs.

16. BUILDINGS AND STRUCTURES

All substantial buildings outside urban areas have been encircled on the photographs. In urban areas the public buildings have been indicated.

17. BOUNDARIES

These two quadrangles are within St. Mary Parish and the only boundaries are the city limits of the incorporated towns. The legal descriptions are being submitted and where the line was monumented, the monuments were recovered and pricked on the photographs.

18. GEOGRAPHIC NAMES

Geographic names were covered by "SPECIAL REPORT ON GEOGRAPHIC NAMES; Houma, Louisiana to Vermillion Bay, Louisiana Project Ph-14(46), dated July, 1947." One exception noted in this report is the name recommended for a section of the "Lower Atchafalaya River." Reference is made to Name Sheet No. 5 of the above report (Belle Isle Quadrangle, Louisiana). The river at the northeast corner of this quadrangle and extending to the northwest corner of Morgan City Quadrangle is named Lower Atchafalaya River on the map and that name was recommended for charting. This section of the river was blocked by a permanent levee just above Bayou Teche diverting the flow of the river thru Wax Lake Outlet or The Spillway and the lower part of Six Mile Lake

into Berwick Bay. The section of the river between Bayou Teche and Berwick Bay is a natural continuation of Bayou Teche. Employees of the U. S. Engineer office at Morgan City who have lived in Morgan City all their lives say this section of the river is locally known as Bayou Teche although they now officially refer to it as Lower Atchafalaya River. The name Bayou Teche is recommended between a point about two miles north of Patterson and Berwick Bay. The name Lower Atchafalaya River is recommended for the section of the river south of Morgan City.

19. PREVIOUS SURVEYS; Ph 14(46)

In accordance with instructions for this project ozalid print of sheet T8894 was inspected for discrepancies. Some of the major discrepancies are: A concrete seawall has been built along each bank of the Atchafalaya River in Morgan City and Berwick. The levee just north of Morgan City should be extended to the point shown on the ozalid. North and East of Morgan City is another levee running to Highway 90. Another levee runs back of the town of Berwick as indicated on the ozalid. The Railroad spur north of Berwick is extended too far. Most of the wooded area is composed of various kinds of hardwood trees and not cypress. Other notations are made on the ozalid print and respective photographs.

20. INDUSTRIAL PLANT Continued on next page

Submitted by

William M. Reynolds
William M. Reynolds
Engineering Aid

Approved and forwarded

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

20. INDUSTRIAL PLANT

It came to the field party's attention, just prior to the transmittal of Quad 9021, that considerable development had been done at the Magnolia Petroleum Company storage yard. In order to give the latest information the area was revisited and additions made on Photo 22025.

A ground plan of the property was secured showing developments along the shoreline and a radio mast which constitute the principle changes in this area. This plan, No. D-2061, shows four boundary marks which were recovered and identified on Photo 22025 giving a direct tie between the plan and the compilation.

/s/

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COUNCIL PROCEEDINGS
MORGAN CITY, LA.
DEC. 1908 to OCT. 1911

Ordinance No. 27, Page 128, Sec. 2.

"Beginning at a point on the north and south boundary line between Section Eleven and Section Twelve in Township Sixteen South, Range Twelve East, South Eastern District of Louisiana, west of the Mississippi River where the said boundary line and the northern boundary line of the right of way of the Morgan, Louisiana and Texas R.R. and S.S. Co., intersect each other, thence east along the northern boundary line of the said railroad right of way North Eighty-nine Degrees Forty-five minutes East, a distance of Five Thousand Two Hundred and Ninety-eight feet to the point of intersection of the northern boundary line of said railroad right of way with the north and south boundary line between Township 16 S., R. 12 East and Township 16 S., R. 13 East, in said southeastern land district of Louisiana, west of the Mississippi River, thence North along said range line a distance of One Thousand Three Hundred and Sixty-eight feet to the Northeast corner of the Southeast quarter, of the Northeast quarter, of section twelve, in T. 16 S., R. 12 East, in the southeastern land district of Louisiana, west of the Mississippi River, thence South Eighty-nine Degrees Forty-five minutes West, along the North boundary lines of the Southeast quarter of the Northeast quarter and southwest quarter of the Northeast quarter and the Southeast quarter of the Northwest quarter of Sec. 12 T. 16 S., R. 12 East, in said land district, thence North along the boundary line between the Northwest quarter of the Northwest quarter, and the Northeast quarter of the Northwest quarter of Sec. 12, in T. 16 S., R. 12 East, in said land district, to a point where said boundary line intersects the east and west boundary line between Section Twelve and Section One in T. 16 S., R. 12 East, in said land district, thence South eighty-nine Degrees Forty-five minutes west along said east and west boundary line between Sec. 12 and Sec. 1, T. 16 S., R. 12 East, to the corner where Section One, Two, Eleven and Twelve in T. 16 S., R. 12 East, in said land district intersect each other, thence South Eighty-nine Degrees Forty-five minutes West along the east and west boundary lines between Section Two and Section Eleven in T. 16 S., R. 12 East, in said land district, a distance of Seven Hundred and Twelve feet Two inches, thence North along a line North Twenty-eight Degrees, a distance of Two Thousand Eight Hundred and Ninety-one and one-half feet, thence North Five Degrees West, a distance of Nine Hundred and Fifty-three feet to west bank of Drainage Canal; thence North Forty Degrees West, Two Thousand Two Hundred and Ninety-six feet, thence North Seven Degrees Fifteen minutes West, Nine Hundred and Eight feet; thence North Three Degrees West, a distance of One Thousand and Twenty-six feet to the Atchafalaya River, thence following the

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Ordinance 27, Page 128, Sec2, (con't)

meanderings of the South and East banks, West and South along the Atchafalaya River; thence southerly along the east bank of the said river to the north bank of Bayou Boeuf; thence easterly along the north bank of Bayou Boeuf to the section line between Section Eleven and Section Twelve in T. 16 S., R. 12 East, in said southeastern land district, thence North along said Section line to the point of beginning.

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Passed February 12, 1910

Description of the
Original Town Limits
Of the Town of Berwick,
Louisiana

Commencing at a point on the northern shore of Berwick Bay known as the lower line of Golden Farm, and following the meander of the Bay Front to the northern bank of Bayou Black, where it empties into said Berwick Bay, a distance of 11803 feet, and thence along the northern bank of Bayou Black to the lands now or formerly owned by Lawrence, a distance of 1800 feet, and then in a straight line to the point of beginning, following the line of lands now or formerly belonging to Lawrence and the line of the Golden Farm; and comprising all that portion of land lying between the lands now or formerly belonging to Lawrence and the property known as Golden Farm and Berwick Bay.

MAP T. 9021

PROJECT NO Ph-21(47)

SCALE OF MAP 1: 20,000

SCALE FACTOR 1.000

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR ψ -COORDINATE LONGITUDE OR λ -COORDINATE		DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS		DATUM CORRECTION		N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
MORGAN CITY GULF CRUSHING CO. STEEL DERRICK, 1931	Morgan City 43	N.A. 1927	29 41	26.037					801.7 (1045.7)			
			91 12	30.313					815.0 (798.1)			
ATCH. R.N. BASE 1889	Morgan City 2	"	29 40	23.898					735.8 (1111.6)			
			91 14	01.713					46.1 (1567.3)			
ATCHAFALAYA RIVER S. BASE, 1889	"	"	29 39	29.473					907.5 (939.9)			
			91 14	34.302					922.5 (691.1)			
AVOCA IS. BRICK STACK, 1931	"	"	29 39	54.102					1665.8 (181.6)			
			91 11	56.781					1526.9 (86.6)			
WAX, 1931	"	"	29 39	30.152					928.4 (919.0)			
			91 14	32.809					882.3 (731.2)			
PRIMARY TRAVERSE STATION No. 23 (USGS) 1906, 1917	Morgan City Q. No. 51	"	29 41	37.578					1157.0 (690.4)			
			91 12	20.625					554.5 (1058.5)			
PBM 52 (USE) 1917	Napoleonville Q. No. 13	"	29 46	54.629					1682.0 (165.4)			
			91 10	04.635					124.5 (1487.1)			
BERWICK CATHOLIC CHURCH CROSS, 1931	G 1244 P. 82	"	29 41	36.171					1113.7 (733.7)			
			91 13	03.696					99.4 (1513.7)			
MORGAN CITY MUNICIPAL TANK 1931	G-1244 P. 82	"	29 41	40.117					1235.2 (612.2)			
			91 12	29.132					783.2 (829.8)			
MORGAN, 1931	Gulf Coast Arc P. 28	"	29 43	06.921					213.1 (1634.3)			
			91 12	43.905					1180.1 (432.6)			

14

1 FT. = 3048008 METER

COMPUTED BY: B.F. Lampton

DATE March 18, 1949

CHECKED BY: R.R. Wagner

DATE March 19, 1949

M-238

COMPILATION REPORT
T-9021PHOTOGRAMMETRIC PLOT REPORT

This is the subject of a special report submitted to the Washington Office May 5, 1949 and is included in Descriptive Report T-9033.

31. DELINEATION

The manuscript was delineated for the most part from 1:10,000 film positive reductions of shoreline manuscripts T-8893, T-8894, and T-8921. The radial plot of this office did not agree with the radial plot for T-8897 which covers a small portion of the northern part of this quadrangle. The detail in that area, therefore, was delineated from the 1:20,000 photographs.

Changes which have occurred since ^{the date of the} ~~time~~ 1:10,000 photography have been taken from 1:20,000 photographs, as well as additional cultural detail.

The field inspection was adequate.

The scale of the photographs ranged from good to poor.

No difficulty was encountered in the delineation except in areas of large amounts of grass and hyacinths in water. It is requested that the field editor check for discrepancies in the vicinity of Avoca Island.

32. CONTROL

Sufficient secondary control was established and placement was such that no difficulty was encountered in establishing detail points.

33. SUPPLEMENTAL DATA

A. Proposed layout "Magnolia Wharf and Storage Facilities, Morgan City, Louisiana".

The following details were used:

Boat Basin
Geophysical Wharf
Railroad Spur
Magnolia Radio Tower

B. Shoreline manuscripts T-8893, T-8894 and T-8921.

34. CONTOURS AND DRAINAGE

No difficulty was encountered in the delineation of drainage.

Contours are inapplicable for this project.

35. SHORELINE AND ALONGSHORE DETAILS

Much of the shoreline was traced from the 1:10,000 film positives. Where changes have been noticed, due to dredging and natural causes, they were delineated from the 1:20,000 photographs.

Much of the shoreline is indefinite with trees growing in the water.

The shoreline inspection was adequate.

No low-water or shoal lines were shown on the map manuscript but may be found on the various shoreline manuscripts.

36. OFFSHORE DETAILS

None.

37. LANDMARKS AND AIDS

Four landmarks are shown on the manuscript; however, three landmarks have previously been located on Ph-14(46). The one new landmark not previously charted is the RADIO Tower at the Magnolia Petroleum Company.

Non-floating aids were transferred for the most part from shoreline manuscript T-8894. LOWER ATCHAFALAYA River Lt. 17, not previously located on Ph-14(46), was identified by the field inspector for this project. This aid was radially cut in. Three aids, STOUTS POINT LT., FLAT LAKE TURN LT., and BAYOU LONG LT. shown on shoreline manuscript T-8897 were re-identified for this project. As the radial plot for Ph-14(46) and Ph-21(47) disagreed in this area, these aids were cut in radially and new positions submitted.

37. LANDMARKS AND AIDS (Contd.)

It is to be noted that some of the light numbers have been changed on charts 880 and 1276 and do not agree with the Atlantic Coast and Intracoastal Waterway Light Lists for 1949. These aids are as follows:

ATCHAFALAYA RIVER LT. 11	-	Shown on charts as	"93"
ATCHAFALAYA RIVER LT. 13	-	" " " "	"95"
BATEMAN LAKE LT. 4	-	" " " "	"96"
LOWER ATCHAFALAYA R. LT. 17	-	" " " "	"97"

The above lights are shown on the manuscript as they appear in the light lists.

38. CONTROL FOR FUTURE SURVEYS

Form 524 is being submitted for each of eight recoverable topographic stations.

A list of these stations has been prepared and is included under Item 49.

39. JUNCTIONS

T-9022 to the east: in agreement
 T-9020 to the west: in agreement
 T-9026 to the south: in agreement
 Napoleonville quadrangle, 1935, scale 1:62,500,
 Mississippi River Commission, to the north: in agreement.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

41. BOUNDARIES

The boundary between ST MARY and ST. MARTIN Parish was taken from the Official Map of Louisiana, edition of 1937-1943 and from legal descriptions in Boundary Report.

BOUNDARIES (Contd.)

All legal boundary descriptions state that the boundary passes across the middle of Lake Palourde and through Middle Pass. The discussion of individual boundaries in the report states that the boundary line passes through Pique Bayou. No evidence can be found to substantiate this latter statement.

The description of the original town limits of the town of Berwick, Louisiana state that the line is a direct line from Little Bayou Black to Berwick Bay.

The plan of land showing property within the municipal sanitary sewerage and water district situated in Berwick, show that the line is a direct line from Little Bayou Black to a point north of the highway and then the line extends N 28° 38' W a distance of 2500 feet (approximately) and then N 64° 12' E a distance of 1008 feet (approximately) to Berwick Bay. There is no legal description for that change in town limits.

Three city limit monuments for Morgan City were recovered by the field inspection party, and after plotting the city limits from the legal description included in the Field Inspection Report it was found that they do not check. The plotting was traced on a separate piece of acetate and referred to the field editor for a check. The city limits of Morgan City will be inked on the manuscript after field edit.

46. COMPARISON WITH EXISTING MAPS

Comparison has been made with topographic quadrangle Morgan City, La. Mississippi River Commission, scale 1:62,500, edition of 1935 reprinted 1938. The manuscript is in good agreement with the quadrangle except for some man made and shoreline changes in the marsh in Avoca Island.

this sentence should probably read
"except for some man-made features and shoreline changes in Avoca Island"
Reviewer should make this comparison and state in Review Report
Syr

47. COMPARISON WITH NAUTICAL CHARTS

Comparison has been made with Chart 880 scale 1:40,000 edition of November 1949, bearing a print date of November 28, 1949. The manuscript and chart are in good agreement.

47. COMPARISON WITH NAUTICAL CHARTS (Contd)

Comparison was also made with Chart 1276, scale 1:80,000 edition of March 1939 bearing a print date of May 23, 1949 and Chart 1050, scale 1:175,000 edition of October 1939 bearing a print date of November 13, 1947. Both charts are in agreement with the manuscripts with the exceptions listed under Item 46.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY:

None

ITEMS TO BE CARRIED FORWARD:

None

APPROVED AND FORWARDED

Arthur L. Wardwell
Arthur L. Wardwell,
Chief of Party.

John C. Richter
John C. Richter
Cartographic Photo Aid

✓
Sm

48. GEOGRAPHIC NAME LIST:

All Geographic names were taken from a field copy of a special report on Geographic Names - Houma to Vermilion Bay, Louisiana. This report was prepared at the time the field work for Project Ph-14(46) was being done and is subject to change by the Geographic Name Section of the Washington Office.

- ✓ AVOCA ISLAND
- Avoca I. Ferry
- ✓ BATEMAN ISLAND
- ✓ BATEMAN LAKE
- ✓ BAYOU BOEUF
- ✓ BAYOU LAURENCE Lawrence
- ✓ BAYOU PERCAULT Percault (B.G.N.)
- ✓ BAYOU RAMOS
- ✓ BAYOU SHAFER
- ✓ BAYOU TRANE
- ✓ BEERS ISLAND
- ✓ BERWICK
- ✓ BERWICK BAY
- ✓ BERWICK ISLAND
- ✓ CROESUS PASS
- DUCK BAYOU
- ✓ DREWS ISLAND
- ✓ DREWS PASS
- ✓ FAIRVIEW PLANTATION
- ✓ FLAT LAKE
- ✓ GLEN ORANGE
- ✓ GREENWOOD
- ✓ HONEY BAYOU
- ✓ HONEY ISLAND
- ✓ INGLEWOOD
- ✓ INTRACOASTAL WATERWAY
- ✓ LAKE PALOURDE
- ✓ LITTLE BAYOU BLACK
- ✓ LITTLE WAX BAYOU
- ✓ LONG ALLEN BRIDGE
- ✓ LONG ISLAND
- ✓ LOWER ATCHAFALAYA RIVER
- ✓ LYON PLANTATION
- ✓ MIDDLE ISLAND
- ✓ MIDDLE PASS
- ✓ MORGAN CITY
- ✓ MORGAN ISLAND

Intra coastal Waterway
(Morgan City to Plaquemine)

GEOGRAPHIC NAME LIST: (Contd.)

- ✓ OAKLEY
- ✓ OLD SPANISH TRAIL
- ✓ PHARR
- ✓ PIQUE PASS
- ✓ RABBIT ISLAND
- ✓ RAMOS
- ✓ RHODA
- ✓ RIVERSIDE PASS
- ✓ ROCK BAYOU
- ✓ SIXMILE LAKE
- ✓ SOLAR PASS
- ✓ SOUTHERN PACIFIC R.R.
- ✓ STATE 1092
- ✓ ST. MARTIN PARISH
- ✓ ST. MARY PARISH
- ✓ STOUTS PASS
- ✓ TIGER ISLAND
- U.S. 90
- ✓ WYANDOTTE

Final Name
check 10-19-51
L. Heck

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

"PHOTOGRAMMETRIC REVIEW SECTION"

NONLOCALITY AND SPACELIKE LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE CHARTED~~

STRIKE OUT ONE

Morgan City, La.

May 27 1961

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

The positions given have been checked after listing by

Office of the Secretary of Defense

Charles E. Clark
Chief of Party.

[illegible]

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

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

"PHOTOGRAMMETRIC VIEW SECTION"

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED

STRIKE OUT ONE

Morgan City, La.

May 27

1948

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by

Tampa Photogrammetric Office

Charles W. Clark
Chief of Party.

[illegible]

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50 PHOTOGRAMMETRIC OFFICE REVIEW

T. 9021

1. Projection and grids J.G. 2. Title J.G. 3. Manuscript numbers J.G. 4. Manuscript size J.G.

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy MMS 6. Recoverable horizontal stations of less than third-order accuracy (topographic stations) J.G. 7. Photo hydro stations ~~XXXXXXXXXXXXXXXXXXXX~~ 8. ~~Plotting of extent lines~~ 9. Photogrammetric plot report J.G. 11. Detail points J.G.

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline J.G. 13. Low-water line J.G. 14. ~~Rocks, shoals, etc.~~ 15. ~~bridges~~ 16. Aids to navigation J.G. 17. Landmarks J.G. 18. Other alongshore physical features J.G. 19. Other along-shore cultural features J.G.

PHYSICAL FEATURES

20. Water features J.G. 21. Natural ground cover J.G. 22. ~~Planetable contours~~ 23. ~~Stereoscopic instrument contours~~ 24. ~~Contours in general~~ 25. ~~Spot elevations~~ 26. Other physical features J.G.

CULTURAL FEATURES

27. Roads J.G. 28. Buildings J.G. 29. Railroads J.G. 30. Other cultural features J.G.

BOUNDARIES

31. Boundary lines J.G. 32. ~~Public land lines~~

MISCELLANEOUS

33. Geographic names J.G. 34. Junctions J.G. 35. Legibility of the manuscript J.G. 36. Discrepancy overlay J.G. 37. Descriptive Report J.G. 38. Field inspection photographs J.G. 39. Forms J.G. 40. Jesse A. Giles William A. Rasure
Reviewer Supervisor, Review Section or Unit

41. Remarks (see attached sheet)

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

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.

John C. Richter
Compiler

William A. Rasure
Supervisor

43. Remarks:

NOTES TO REVIEWER

An aid to navigation at approximate latitude $29^{\circ}-43.4$, longitude $91^{\circ}-12.3$ shown as MORGAN CITY PLAQUEMINE LT. 1 on T-8894 (project Ph-14(46), has been changed on this manuscript to agree with the latest light list, DREWS PASS LIGHT.

Tampa Photogrammetric Office

NOTES TO FIELD EDITOR

The city limits of Morgan City were taken from the insert in the field report "Council Proceedings, Morgan City, La., December 1908 to October, 1911" Ordinance No. 27, page 128 Section two.

The boundary was layed out from the description given in the report and found that it does not agree with the three city limit monuments recovered by the field inspection.

The railroad right of way as listed runs N 89° 45' E and the map manuscript does not agree with that location.

It is suggested that the original council proceeding be checked to see if they have been correctly copied.

A tracing of the boundary layout is being enclosed in order that it may be placed over the field edit sheet to be checked and revised if need be.

FIELD EDIT REPORT
QUADRANGLE T-9021

51. METHODS

All features of the manuscript were checked, using visual methods where possible and planetable methods of location where insufficient detail was visible on the photographs. All corrections, deletions, and additions have been referenced on the field edit sheet. A description of the colored inks used during field edit has been shown on the photographs and the field edit sheet. The field edit data are shown on one (1) field edit sheet, one (1) discrepancy sheet, and three (3) nine-lens 1:20,000 scale photographs, Nos. 22025, 22026, and 22072.

52. ADEQUACY OF COMPILATION

With the exception of shoreline buildings in Morgan City and Berwick, and the proper indication of shoreline, the compilation appears adequate. See items 56 and 57 of this report for further details.

53. MAP ACCURACY

With the exception of some displacement of buildings, as per compilation instructions, the horizontal accuracy appears very good. See item 57 of this report.

54. RECOMMENDATIONS

For clarification to the field editor and the user of the published map, it is recommended that shoreline buildings be indicated with true scale and displacement, wherever possible, rather than by standard symbol. The shoreline structures as indicated on the manuscript copy, do not in many cases, indicate the true picture as viewed from the water.

55. EXAMINATION OF THE PROOF COPY

The proof copy may be submitted to Mr. R. H. Nuttall, surveyor, of Patterson, Louisiana, for inspection.

56. MEAN HIGH AND LOW WATER LINES

Refer to items of field inspection and compilation reports, numbers 7, 8, and 35.

There is no periodic tide in any of the waters in the vicinity of Morgan City. The U. S. Engineer tide gage on the Atchafalaya River indicates the only variation in high and low water as being due to seasonal winds and rainfall. This variation has a range of a plus or minus ²/₃ feet; however, for mapping purposes no difference in water lines should be considered.

* U. S. E. tide gage at Morgan City shows a plus or minus variance within a 4 ft range from normal.

There are short distances of apparent shoreline along Sixmile Lake which if viewed after south or southwesterly winds would appear as fast shore. Along Flat, Palourde, and Sixmile Lakes there are long vistas of indefinite shoreline. This problematical line is formed by parallel areas of swamp, trees in water, and water hyacinths, the latter being liable to large movement by wind action. This shoreline should be shown as apparent.

For the majority of the manuscript copy there is little difference in type of shoreline indicated by weight of line. In the vicinity of Bayou Shaffer and Little Wax Bayou, the ground marked "Cld" or "T" should show as MHWL and the areas shown as "Ma" or "Sw" should have a definite contrasting "apparent" shoreline symbol.

57. SHORELINE STRUCTURES

Refer to item 9 of Field Inspection Report.

All new shoreline construction has been indicated on the field edit sheet or on the photographs. The entire shoreline of Berwick Bay as viewed from the water has been indicated on the photographs. Many of the buildings as shown on the manuscript were impossible to identify accurately and it was felt that the complete delineation on the photographs would simplify the correction of detail in this area.

58. LANDMARKS AND AIDS TO NAVIGATION

Refer to items 11 and 37, Field Inspection and Compilation Reports.

Four landmarks are recommended for charting. Three landmarks are recommended for deletion. Forms 567 submitted.

The light numbers have been shown on the field edit sheet as they are painted on the light structures. The 1950 Light List not being available for comparison in the field, the compiler should check for the proper names of the lights.

59. BOUNDARIES

Refer to items 17 and 41, Field Inspection and Compilation Reports.

A complete investigation was made of the city limits of Morgan City. The copy of the Morgan City Council Proceedings, dated 1908 to 1911, submitted with the Field Inspection Report, was checked against the original records and found correct with the exception of one word "west" which was added to the copy in red ink. This change has no bearing on the inability to plot the city limits on the manuscript. The positions of the city limit monuments were checked and found correct, however, the monument on the river bank, north of town, has been destroyed. The city limits have never been surveyed in their entirety and no map is available showing the complete city limits. The U.S.

Engineers attempted to run the limits from the council proceedings but found a difference in the general eastern limit of about 1500 feet. Mr. Evans, City Engineer, has no explanation as to the difference of the positions of the city limit monuments on the ground and as shown on the manuscript from proceedings notes. There are no notes available describing the locating of these monuments.

60. LEVEES

The U. S. Army Engineers have an extensive program of flood control under construction at this time. All levees constructed since date of field inspection have been shown in the field edit sheet. The centerlines of numerous levees, proposed or under construction, have also been shown. Those marked as proposed have contracts let and construction should begin in October 1950. A concrete barge lock on the lower Atchafalaya River has been constructed prior to the completion of the levee or the barge channel and has been shown on the field edit sheet.

To obtain the area for construction of the new levee south from Berwick, it was necessary to move the majority of buildings in the area and build a new road. The road has been shown and the new location of the houses as of this date. No adequate plan could be obtained for the new location of the remaining houses.

61. BUILDINGS AND STRUCTURES

See item 16, Field Inspection Report.

The urban limits of Morgan City and Berwick as indicated by the Washington Office in July 1950, have been shown and additional buildings added. Numerous buildings in the north of Morgan City were too small to be shown at true scale and have been indicated on the photograph by a dot placed in front of the house.

Submitted
28 August 1950

Cecil A. Navin
Cecil A. Navin
Topographic Engineer

Approved
12 October 1950

George E. Morris, Jr.
George E. Morris, Jr.
Chief of Party

6 November 1950

TO BE CHARTED
~~TO BE DELETED~~

J. C. Richter
Tampa Photogrammetric Office

Arthur L. Wardwell, Chief of Party.

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TO BE CHARTED
10/14/1947

STRIKE OUT ONE

NON-LOADING/AIDS/OR LANDMARKS FOR CHARTS

Tampa Photogrammetric Office

6 November, 1950

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

J. C. Richter

Tampa Photogrammetric Office

[illegible]

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REVIEW REPORT T-9021

Planimetric Map

March 21, 1951

62. Comparison with Registered Topographic Surveys

T-6298	1:10,000	1934
T-6299a	1:20,000	1934
T-8893	1:10,000	1946
T-8894	1:10,000	1946
T-8897	1:10,000	1946
T-8921	1:10,000	1946

For greater detail, particularly foreshore areas, at 1:10,000 scale the above listed contemporary surveys (1946) may be used with this planimetric map for nautical chart purposes.

63. Comparison with Maps of Other Agencies

Morgan City, La., Quadrangle, 1:62,500, U.S.E., 1938

64. Comparison with Contemporary Hydrographic Surveys

None contemporary

65. Comparison with Nautical Charts

Chart 880	1:40,000	November 1949
881	1:50,000	September 1949
1116	1:458,596	May 1950
1276	1:80,000	October 1950

The land mass at the southeastern end of FLAT LAKE on Chart 1276 is actually made up of several islands. Further, between these islands (or land mass) and the channel of the INTRACOASTAL WATERWAY there is an area of open water. These items are properly shown on Chart 881.

66. Miscellaneous

- (a) SWAMP AREAS - are comprised of mixed hardwoods except when specified as cypress. These cypress swamp areas occur only in the northwestern portion of the sheet.

(b) TIDE - Although there is no tide in this area there are changes in the water level. The high and low waters vary as much as two feet from normal due to wind conditions.

(c) BOUNDARIES - The boundary as described in the Morgan City Council Proceedings has several discrepancies which could not be resolved during Field Edit - see Item 59 of the Field Edit Report. The two city limit monuments have been recovered and retained as located objects even though the city limits could not be delineated due to insufficient information.

67. Adequacy of Manuscript

This manuscript complies with project instructions, Bureau standards and the Standards of National Map Accuracy.

Reviewed by:

L. Martin Gazik
L. Martin Gazik

Approved:

S. I. Gifford 2/7/52
Chief, Review Section
Div. of Photogrammetry

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

O. S. Reading
Chief, Div. of Photogrammetry

C. H. Stearns
Chief, Division of Coastal Surveys
C. H.



NAUTICAL CHARTS BRANCH

SURVEY NO.

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

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