

# 9033

Diag. Cht. No. 1116-2

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-9033

### LOCALITY

State LOUISIANA

General locality LOUISIANA DELTA

Locality ATCHAFALAYA BAY

CARRION CROW LAKE TO BAYOU PENCHANT

194 8

CHIEF OF PARTY

C. W. Clark, Chief of Field Party

R. A. Gilmore, Tampa Photogrammetric Office

LIBRARY & ARCHIVES

DATE JUNE 25-1951

DATA RECORD

T-9033

Project No. (II): Ph-21(47)

Quadrangle Name (IV):

Field Office (II): Morgan City, Louisiana

Chief of Party: Charles W. Clark

Photogrammetric Office (III): Tampa, Fla.

Officer-in-Charge: Ross A. Gilmore

Instructions dated (II) (III): February 12, 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): None

Date received in Washington Office (IV): 1-8-50

Date reported to Nautical Chart Branch (IV): 1-6-50

Applied to Chart No.

Date:

Date registered (IV): April 25, 1951

Publication Scale (IV): 1: 20,000

Publication date (IV): February 1951

Geographic Datum (III): N.A., 1927

Vertical Datum (III):

~~Mean Sea Level~~ except as follows: M.H.W.  
Elevations shown as (25) refer to mean high water  
Elevations shown as (S) refer to sounding datum  
i.e., mean low water or mean lower low water

Reference Station (III): PIQUANT, 1934 (falls within limits of T-9027)

Lat.: 29° 30' 51."037 (1571.4m) ✓ Long.: 91° 00' 30."426 (819.4m) ✓

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.


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

# DATA RECORD

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

Date: Feb.-Mar. 1948

Planetable contouring by (II):

Date:

Completion Surveys by (II): None

Date:

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

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

(W.O.)

Date: March 2, 1948

Projection and Grids checked by (IV): "

"

Date: March 2, 1948

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

Date: Dec. 22, 1948

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

Date: Dec. 22, 1948

Radial Plot or Stereoscopic

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

Date:

Mar. 7, 1949

Planimetry

Stereoscopic Instrument compilation (III):

Date:

Contours

Date:

Manuscript delineated by (III): R. Dossett

Date: March 1949

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

Date: May, 1949

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

Date:

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

Number	Date	Time	Scale	Stage of Tide
21920	3-13-48	10:57	1: 20,000	No tide
21921	3-13-48	10:58	1: 20,000	"

Tide (III)

Reference Station:  
Subordinate Station: No tide  
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV): *L. Martin Jazik*

Date: *May 23, 1980*

Final Drafting by (IV): *H. Lucas, W. Taylor, C. Kupiec*

Date: *Jan 4, 1951*

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

Date: *Jan 4, 1951*

Proof Edit by (IV): *L. Martin Jazik* *W. Streifler*

Date: *Feb 19, 1951*

Land Area (Sq. Statute Miles) (III): 65

Shoreline (More than 200 meters to opposite shore) (III): 3.5

Shoreline (Less than 200 meters to opposite shore) (III): 36.8

Control Leveling - Miles (II): None

Number of Triangulation Stations searched for (II): 5

Recovered: 3

Identified: 3

Number of BMs searched for (II): None

Recovered:

Identified:

Number of Recoverable Photo Stations established (III): None

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

Remarks:

No triangulation was recovered within the limits of this quadrangle and the compiler has used PIQUANT, 1934 for a reference station. This station falls within the limits of T-9027, See Item 4 of the Field Inspection Report for further information regarding horizontal control for this area.

### Summary T-9033

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

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

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 U.S.C.&G.S. photo compilation project completed about 1935.

## FIELD INSPECTION REPORT

QUADRANGLES 9031, 9032, and 9033

PROJECT Ph-21(47)

APRIL 1948

1. DESCRIPTION OF THE AREA:

This block of quadrangles lies in the southern portion of this project and embraces a land and water area that includes the eastern portion of Atchafalaya Bay; the ship channel through Point Au Fer Shell Reef; the mouth of the Atchafalaya River; and considerable marsh area to the east of Atchafalaya Bay.

The land is absolutely flat and consists of heavy, soft marsh that is cut by many bayous and ditches. This marsh land affords a large income to many trappers who, during the one hundred day annual trapping season, take out a harvest of furs valued at many thousands of dollars.

These trappers maintain cabins or houseboats throughout the area as a working base and rely entirely on the water as a mode of transportation.

In addition to the fur industry, oil wells have been brought in at many locations in the marshes and bays. Although no producing wells are located within the limits of these quadrangles, exploration and testing is a continuous process. South of these quadrangles on Point Au Fer Island several wells were being drilled at the time of field work.

The eastern portion of Atchafalaya Bay is generally shallow with a mud bottom; however a dredged channel running in a northeast-southwest direction connects the mouth of the Atchafalaya River and the pass through shell reefs to the Gulf of Mexico. This channel is not deep enough for steamers, but it does convey a heavy traffic of fishing boats from the fishing grounds to their bases in and around Morgan City, Louisiana. The channel is marked by a fixed aid to navigation.

To the southwest and west of these quadrangles, separating Atchafalaya Bay and the Gulf of Mexico, is Point Au Fer Shell Reef. The channel across the bay has been dredged through this reef and affords a passage to the Gulf. In addition to the regular channel, a lighthouse has been built on the west side of the channel to mark the entrance.

## 2. COMPLETENESS OF FIELD INSPECTION:

Field inspection is felt to be complete and adequate. All field inspection notes are confined to the first of the two sets of field prints furnished to the field party. There is very little detail other than woods and marshes appearing in this area. The field party indicated cabins and small decks in the marsh area and it is recommended that the compiler show these structures on the map compilation since they are important to those persons working the marshes.

It is believed that sufficient samples of woods and marsh have been labelled to enable the compiler to delineate these features with no difficulty.

## 3. INTERPRETATION OF THE PHOTOGRAPHS:

Photographic interpretation should cause no difficulty. Although several tones appear on the photographs, the area is all marsh and should be shown as such. The various types of marsh grass varying from high dry to low wet photograph differently. In some cases the field party has labelled the various types of marsh for the information of the compiler.

During the trapping season the trappers burn large areas of the marsh which shows black on the photographs. Some of these fires are visible on the photographs and afford a comparison of the area before and after burning.

## 4. HORIZONTAL CONTROL:

All U. S. C. & G.S. stations within the limits of these quadrangles were searched for, and if recovered were identified on the photographs. In addition, several stations outside the quadrangles were recovered and identified for control of the radial plot.

The recovered control was identified on the first set of field prints furnished the field party and at a later date was transferred in the office to a new set of photographs.



The transfer was completed by the field party as a check to insure that the stations can be properly transferred to other prints at a later date. No great difficulty was encountered while transferring control, but it was noted that in a few instances some of the detail is not as clear and distinct on one set of photographs as it is on the other.

Two lights, Atchafalaya Channel Lights 41 and 42, were located by theodolite three-point fixes and may be used as horizontal control.

Positive identification was not secured on five control stations. Three of these doubtful identifications (VOSS, 1933; RICE, 1935; and WASHA, 1934) are due to indistinct photographic detail in the vicinity of the station.

Station FISH 1933 was not positively identified because the field party suspected a shifting of the sub-point between the dates of photography and field inspection.

The fifth station not identified positively is POINT AU FER STACK 1933. The stack has been destroyed and its original position could not be determined. The old steam boiler to which the stack was probably attached is still in place in the marsh, so the end of this boiler was located as probably being close to the position of the stack.

An explanation of all doubtful identification has been made on the control identification cards that accompany the field data.

5. VERTICAL CONTROL:

(not applicable)

6. CONTOURS AND DRAINAGE:

No contouring was performed in these quadrangles.

There is no definite drainage pattern within the area covered by this report.

7. MEAN HIGH WATER LINE:

The shoreline, with one exception, is all apparent and sufficient notes have been made on the photographs to guide the compiler. The exception noted is a fast shoreline on Point Au Fer Island (outside the project limit) and it has been indicated on the photographs.

-4-

**8. LOW-WATER LINE:**

At the time of photography the tide was at an extreme low, well below the predicted low for the day. This low stage of the tide resulted in exposing a mud bank off the apparent shoreline that is normally awash at low water. The field party indicated the normal apparent waterline in the proper position and low waterline can be extended around the exposed areas outside the apparent shoreline.

**9. WHARVES AND SHORELINE STRUCTURES:**

The only wharves and shoreline structures in the area are those at Eugene Island and they have been clarified by field inspection notes.

**10. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:**

The extreme low stage of the water exposed much of the Point Au Fer Shell Reef; however, the reef is awash at mean low water and local information states that no part of it is exposed. Show this reef as submerged.

Local information stated that several wrecks are scattered throughout the reef, but only one of these could be located by the field party.

Point Au Fer Shell Reef will require further investigation by a hydrographic party.

The cable area shown on chart 1276 as running from the mouth of the Atchafalaya River to Point Au Fer Shell Reef, was not investigated by the field party and must be investigated by Field Edit.

**11. LANDMARKS AND AIDS TO NAVIGATION:**

Southwest Reef Lighthouse (old tower) is listed in the 1947 Light List, page 802, as Southwest Reef Daybeacon.

Previously unlocated aids to navigation were located by identification on photographs, by theodolite cuts, by sextant fixes, or by a combination of two or more methods. At Atchafalaya Channel Lights 7 and 25 sextant angles were observed to assist in identification on photographs and location of these lights. Atchafalaya Channel Lights 41 and 42 were located by three-point fixes observed with a theodolite on stations EUGENE ISLAND LIGHT, 1933; DYSON, 1933; and PLUMS 1933; with a check on BEACON 5, 1933. At each of these lights, directions

were observed to other aids in the vicinity. Atchafalaya Channel Lights 25 and 38, Halters Island Point Light, and Atchafalaya River Light 1 were located by identification on photographs supplemented by theodolite cuts from Lights 41 and 42.

A 1933 description by E. R. McC. of Atchafalaya River Light 1 (Beacon 1) is listed in Descriptions of Triangulation Stations No. 675, Louisiana Coast, Chenier Le Tigre to Oyster Bay Lighthouse, page 11. No. geographic position could be found in the list of geographic positions of this area. The light is not shown as a triangulation station on the project index for Ph-21(47).

A line of privately maintained beacons marking the approach to Locust Bayou, Point Au Fer Island, were located by sextant fixes, supplemented by cuts from Lights 41 and 42.

All other daybeacons charted on Charts 1050 and 1276 and listed in the 1947 Light List in Atchafalaya Bay and approaches to the bay east of Longitude  $91^{\circ} 30'$ , were not in existence on 27 April, 1948.

A temporary steel radio mast on Eugene Island was located by the field party. This radio tower is owned and operated by private interests and will be removed at the completion of the job for which it was constructed. It is not recommended that this tower be charted, but if the compilation office chooses to chart it, it must be shown as temporary.

## 12. HYDROGRAPHIC CONTROL:

In accordance with project instructions, topographic stations were established along the shore of the most important water areas. Where natural objects were not selected, stations were marked by standard discs set in a concrete monument. A Form 524 has been submitted for each topographic station.

## 13. LANDING FIELDS AND AERONAUTICAL AIDS:

There are neither landing fields nor aeronautical aids within the limits of these quadrangles.

14. ROAD CLASSIFICATION:

No roads exist within the limits of these quadrangles.

15. BRIDGES:

There are no bridges in these quadrangles.

16. BUILDINGS AND STRUCTURES:

The only substantial building in these quadrangles is the U. S. Coast Guard Station on Eugene Island. The Eugene Island Lighthouse projects from the top of this building.

Because of the lack of buildings, the field party located trappers cabins as mentioned previously.

17. BOUNDARY MONUMENTS AND LINES:

There are no boundary monuments in this area although the Terrebonne - St. Mary Parish line follows along the east end of Atchafalaya Bay from the east bank of the Atchafalaya River to the Gulf of Mexico around Point Au Per. Boundaries will be the subject of a special report to be submitted at a later date.

18. GEOGRAPHIC NAMES:

Geographic names are covered adequately by "Special Report on Geographic Names; Houma, Louisiana to Vermilion Bay, Louisiana: Project Ph-14(46)".

19. ADDITIONAL ITEMS:

No additional items worthy of discussion were noted during the field work.

Submitted by,

(S) John S. Howell  
Cartographer

Approved and Forwarded:

(S) Charles W. Clark, Lt. USCGS  
Chief of Party.

REPORT ON MAIN RADIAL PLOT NO. 1 OF 2 FOR PH-21(47)  
LOUISIANA

(A) GENERAL DESCRIPTION:

This report is on the main radial plot for quadrangles T-9020, T-9021, T-9022, T-9025, T-9026, T-9027, T-9028, T-9029, T-9030, T-9031, T-9032, and T-9033.

The sketch, which is a part of this report, shows the arrangements of the quadrangles, junction with other quadrangles of Ph-21(47), coincidence with the sheets of Ph-14(46), and the photographs and control used in this radial plot.

(B) PROJECTIONS:

All the quadrangles but two are 7° 30' in latitude and longitude. Quadrangle T-9031 has a small extension of the southwest corner to include Eugene Island, and quadrangle T-9032 is 8° in latitude and 7° 30' in longitude. All the projections are at 1: 20,000 scale with the 10,000 ft. co-ordinates of the Louisiana Lambert Coordinate System (South) ruled on the projections. All the projections were received in this office on December 17, 1948.

(C) PHOTOGRAPHS AND TEMPLETS:

The photographs used in this radial plot were printed on unmounted water repellent paper. Nine-lens photographs used were:

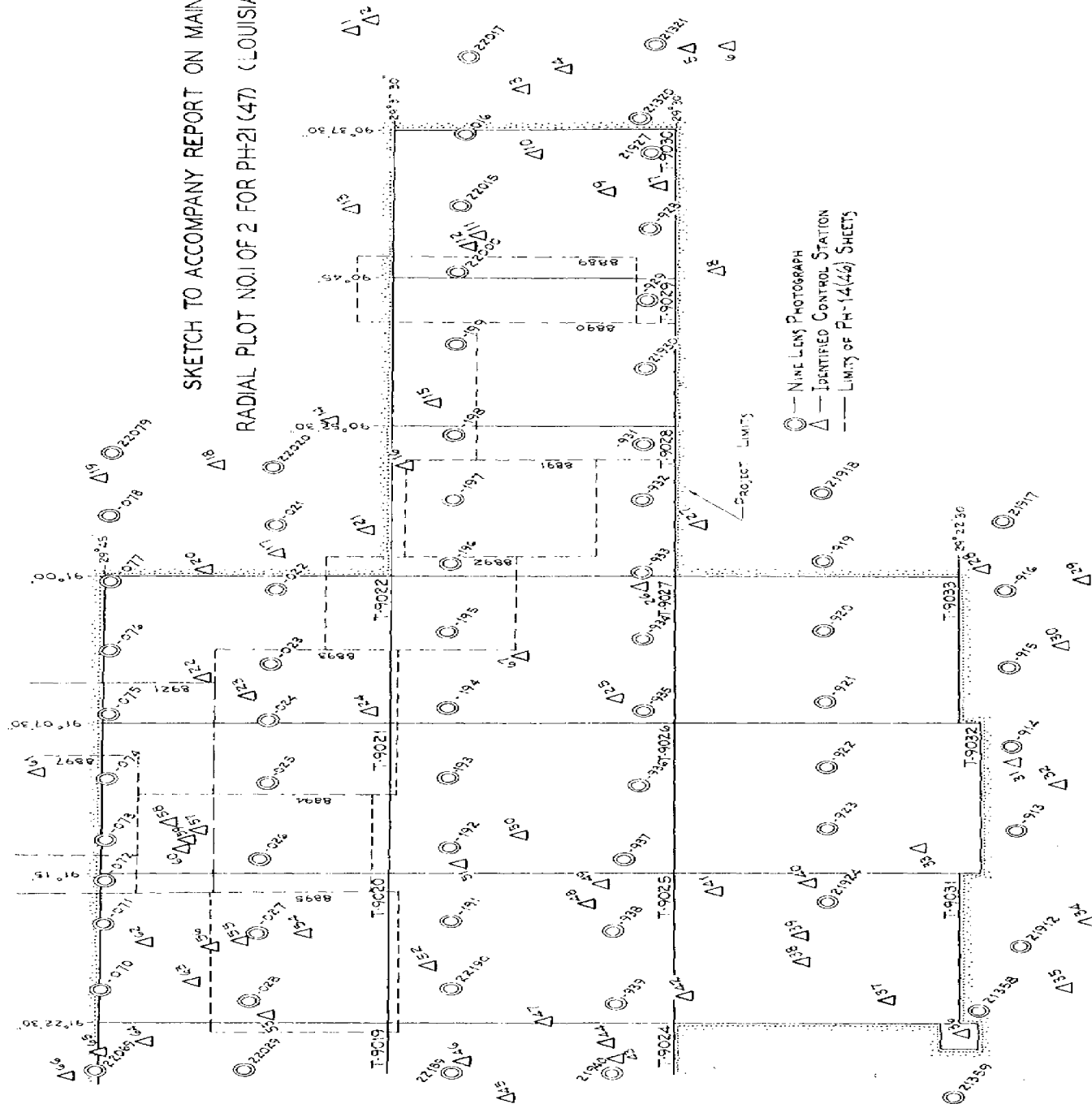
21320, 21358 and 21359	
21912-21924	inclusive
21927-21940	"
21989-22000	"
22015-22017	"
22020-22029	"
22069-22079	"

The symbols for control and pass points used on the photographs are in accordance with Photogrammetry Instructions No. 12 dated March 17, 1947. Pass points common to this project and Ph-14(46) have an extra yellow circle.

The templets used in this radial plot were vinylite. Master templet No. 21682, furnished by the Washington Office, was used to correct for paper distortion, chamber distortion and displacement.

SKETCH TO ACCOMPANY REPORT ON MAIN

## RADIAL PLOT NO.1 OF 2 FOR PH-21 (47) (LOUISIANA)



- |     |                                   |      |   |
|-----|-----------------------------------|------|---|
| 1.  | Leckport Mch. "C." 1934           | 11.  | Deer, 1935  |
| 2.  | " " 11, 1932                      | 12.  | Sub. Sta. Dixon, 1935                                     |
| 3.  | Sub. Sta. Newark, 1934            | 13.  | Selle Isle Salt Mts. Sta., 1935                           |
| 4.  | " " 11, 1932                      | 14.  | 1935  |
| 5.  | " " 12, 1932                      | 15.  | Sub. Sta. Belle Isle 2, 1935                              |
| 6.  | Monteget Silver Mt.               | 16.  | 1935  |
| 7.  | Paris, 1934                       | 17.  | Sub. Sta. Hog, 1935                                       |
| 8.  | Sub. Sta. Ashland, 1934           | 18.  | Sub. Sta. 1935  |
| 9.  | Moran, 1934                       | 19.  | Sub. Sta. Wythe, 1935                                     |
| 10. | Salmon Sugar Mt. "C.", 1934       | 20.  | Starvation M. M. No. 5, 1935                              |
| 11. | " " 10, 1932                      | 21.  | Sub. Sta. Cox, 1935                                       |
| 12. | Scandinavia, 1934                 | 22.  | Shed, 1935  |
| 13. | Duport Adhesale Co. M. "C.", 1934 | 23.  | Alm. Shave Ave. No. 7, 1935                               |
| 14. | Sub. Sta. Envois, 1934            | 24.  | 1935  |
| 15. | Coccy, 1931                       | 25.  | Sub. Sta. Cross, 1935                                     |
| 16. | " " 7, 1932                       | 26.  | Max Lake Duplex, East                                     |
| 17. | " " 8, 1932                       | 27.  | Transmission Tower, 1935                                  |
| 18. | " " 9, 1932                       | 28.  | Sub. Sta. Tolentia, 1931                                  |
| 19. | " " 10, 1932                      | 29.  | Patterson Mts. M. "C.", 1931                              |
| 20. | M. & C. Chacowis, 1931            | 30.  | Patterson, St. Josephs                                    |
| 21. | Sub. Sta. Fink Gullery, 1931      | 31.  | Catholic Church, Squire, 1931                             |
| 22. | Sub. Sta. Gilbert, 1931           | 32.  | 1931  |
| 23. | Sub. Sta. Westbury, 1931          | 33.  | Sub. Sta. Primary Trav. Sta. No. 23 (U.S.G.S.) 1935, 1947 |
| 24. | Sub. Sta. Palouze, 1931           | 34.  | Sub. Sta. Morgan, 1931                                    |
| 25. | Church Cross, 1931                | 35.  | Bergan City Mts. Park, 1931                               |
| 26. | Sub. Sta. Avoca, 1931             | 36.  | Service Gravelle Church, 1931                             |
| 27. | Sub. Sta. Zerkantia, 1931         | 37.  | 1931  |
| 28. | Palouze, 1934                     | 38.  | 1931  |
| 29. | 1934                              | 39.  | 1931  |
| 30. | 1934                              | 40.  | 1931  |
| 31. | 1934                              | 41.  | 1931  |
| 32. | 1934                              | 42.  | 1931  |
| 33. | 1934                              | 43.  | 1931  |
| 34. | 1934                              | 44.  | 1931  |
| 35. | 1934                              | 45.  | 1931  |
| 36. | 1934                              | 46.  | 1931  |
| 37. | 1934                              | 47.  | 1931  |
| 38. | 1934                              | 48.  | 1931  |
| 39. | 1934                              | 49.  | 1931  |
| 40. | 1934                              | 50.  | 1931  |
| 41. | 1934                              | 51.  | 1931  |
| 42. | 1934                              | 52.  | 1931  |
| 43. | 1934                              | 53.  | 1931  |
| 44. | 1934                              | 54.  | 1931  |
| 45. | 1934                              | 55.  | 1931  |
| 46. | 1934                              | 56.  | 1931  |
| 47. | 1934                              | 57.  | 1931  |
| 48. | 1934                              | 58.  | 1931  |
| 49. | 1934                              | 59.  | 1931  |
| 50. | 1934                              | 60.  | 1931  |
| 51. | 1934                              | 61.  | 1931  |
| 52. | 1934                              | 62.  | 1931  |
| 53. | 1934                              | 63.  | 1931  |
| 54. | 1934                              | 64.  | 1931  |
| 55. | 1934                              | 65.  | 1931  |
| 56. | 1934                              | 66.  | 1931  |
| 57. | 1934                              | 67.  | 1931  |
| 58. | 1934                              | 68.  | 1931  |
| 59. | 1934                              | 69.  | 1931  |
| 60. | 1934                              | 70.  | 1931  |
| 61. | 1934                              | 71.  | 1931  |
| 62. | 1934                              | 72.  | 1931  |
| 63. | 1934                              | 73.  | 1931  |
| 64. | 1934                              | 74.  | 1931  |
| 65. | 1934                              | 75.  | 1931  |
| 66. | 1934                              | 76.  | 1931  |
| 67. | 1934                              | 77.  | 1931  |
| 68. | 1934                              | 78.  | 1931  |
| 69. | 1934                              | 79.  | 1931  |
| 70. | 1934                              | 80.  | 1931  |
| 71. | 1934                              | 81.  | 1931  |
| 72. | 1934                              | 82.  | 1931  |
| 73. | 1934                              | 83.  | 1931  |
| 74. | 1934                              | 84.  | 1931  |
| 75. | 1934                              | 85.  | 1931  |
| 76. | 1934                              | 86.  | 1931  |
| 77. | 1934                              | 87.  | 1931  |
| 78. | 1934                              | 88.  | 1931  |
| 79. | 1934                              | 89.  | 1931  |
| 80. | 1934                              | 90.  | 1931  |
| 81. | 1934                              | 91.  | 1931  |
| 82. | 1934                              | 92.  | 1931  |
| 83. | 1934                              | 93.  | 1931  |
| 84. | 1934                              | 94.  | 1931  |
| 85. | 1934                              | 95.  | 1931  |
| 86. | 1934                              | 96.  | 1931  |
| 87. | 1934                              | 97.  | 1931  |
| 88. | 1934                              | 98.  | 1931  |
| 89. | 1934                              | 99.  | 1931  |
| 90. | 1934                              | 100. | 1931  |

(D) CONTROL:

All the horizontal control recovered or established by the field party was plotted and checked on the map manuscript using beam compass and meter bar. Substitute stations identified for controlling the radial plot were plotted graphically unless the substitute station was more than 1000 feet from the main station, or more than one instrument set up was made. For substitute stations more than 1000 feet from the main station and, or, more than one instrument set up, position computations were made and the station plotted conventionally.

Control to be used in the main radial plot was transferred to the base grid from the map manuscripts. Control stations that were identified and fell outside the projections were plotted on the base grids after being converted to plane coordinates.

Sixty-seven control stations were identified to control this radial plot. Twenty-five of these stations fall outside the limits of Ph-21(47). Seven stations in quadrangle T-9019 and T-9024 were used to extend the radial plot into those quadrangles to insure good junction with the next radial plot.

Twenty-eight stations were identified by the substitute station method; fourteen were "pricked direct"; two were identified by reference measurements from identifiable detail; twenty-two were natural objects, of which six are lights or beacons; and one station was identified by the templet method.

(E) RADIAL PLOT:

This radial plot was started along the junction of T-9025 and T-9031 and developed conventionally from fixed templets through those with weaker fixes or with "doubtful" control identification. When control anomalies appeared the plot was re-laid in an attempt to isolate control discrepancies.

Preparation for this radial plot included transfer of positively identifiable pass points from 1: 10,000 scale photographs of Ph-14(46) to the photographs used in this radial plot for Ph-21(47). The geographic positions of these pass points were transferred from the 1: 20,000 positive transparencies of Ph-14(46) sheets to the base grid for this radial plot. Special investigation was made of all areas where this radial plot moved pass points from positions determined on Ph-14(46).

The tabulation of results on pass points common to Ph-14(46) and Ph-21(47) is by quadrangles, number of pass points, difference in millimeters on the 1: 20,000 radial plot and represented distance on ground:

T-9020 - 4 pass points differing 0.3mm (6 meters), 0.3mm (6 meters), 0.4mm (8 meters), 0.7mm (14 meters).

T-9021 - 9 pass points - 5 of which coincide on the two radial plots; 4 pass points gave differing positions from 0.3mm (6 meters) to 0.5mm (10 meters).

T-9022 - 1 pass point, differs 0.6mm (12 meters) from Ph-14.

T-9025 - No common pass points.

T-9026 - No common pass points

T-9027 - No common pass points

T-9028 - 2 pass points, both move 0.8mm (16 meters) from the Ph-14 positions.

T-9029 - 7 common pass points; 5 coincide with Ph-14 position, 1 moves 0.4mm (8 meters), and 1 moves 1.1mm (22 meters).

T-9030 - 3 common pass points; 1 coincides with Ph-14 position, 1 moves 0.4mm (8 meters), 1 moves 0.7mm (14 meters).

T-9031, T-9032, and T-9033 had no common pass points.

Some difficulty was encountered with control on this radial plot. Fifty-nine of the identified control stations are classified "positive" in accuracy of identification, and fifty-three were held on this radial plot. The other six are herewith discussed:

(1) Substitute Station BELLE ISLE 2, 1888 on T-9024, "positive", cuts in 0.4mm (8 meters) south of the geographic position given by the field notes. There is visible on the photographs a small tree 0.5mm north of the tree identified as the substitute station by the field party, and this seems to be the tree located as the substitute station.

(2) ATCHAFALAYA RIVER BEACON No. 7, 1933 on T-9026, "positively" identified by the field party, gave a radial plot position 2.28cm. (456 meters) approximately 320° in azimuth from the published geographic position. The published geographic position for this station notes that this was a "No-check-position" cut in from DEER 1933 and SWORD 1933. Study of the radial plot revealed that the radial plot position of BEACON No. 7 is on line with the direction from SWORD 1933 and is about 2° off the direction from DEER. The position of BEACON No. 7 as determined by this radial plot is latitude 29° 35' 1251m (40."632); longitude 91° 14' 649m (24."117).



(3) COPASAW, 1934 on T-9028 was pricked direct, "positive", the station identification card states "a 20-foot tower is standing over the station." The tower could not be discerned on the office prints and after thorough examination the prick point made by the field man was transferred stereoscopically. This station could not be held on the radial plot; an intersection was formed 0.3mm (6 meters) northwest of the geographic position.

(4) & (5) ATCHAFALAYA RIVER BEACONS No. 1 and No. 3, 1933, "Positive", south of T-9031 were identified by the field party on field photograph 21358. The field party also provided theodolite cuts from ATCHAFALAYA CHANNEL LIGHTS No. 41 and No. 42 to BEACONS No. 1 and No. 2. The theodolite cuts are slim and from a near initial. The radial plot cuts are not too strong. ATCHAFALAYA CHANNEL BEACON No. 3 is apparently in the same position as the old triangulation position. The combined radial plot and theodolite cuts are considered too weak to justify a decision on the position of BEACON No.1.

(6) Substitute Station CROW 1933, south of T-9032, did not hold on the radial plot by 0.6mm (12 meters). The station is labelled "positive" in identification with the note, "position might be off as the azimuth to the azimuth station was magnetic". The radial plot position of this station is 0.6mm (12 meters) north of the position asplotted. It is noted that the station identification card gives R.M. 2 as the azimuth station and had the published azimuths to R.M. 1 and R.M. 2 been transposed the radial plot and field position would check.

Eight of the control stations identified for this radial plot were classified as "doubtful" for accuracy of identification. The stations are discussed herewith:

(1) PATTERSON MUNICIPAL TANK, 1931 on T-9020 was labelled "doubtful" because trees and shadows made identification in the field difficult; however, the tank was easily seen using the office stereoscope and held excellently on the radial plot.

(2) Substitute Station MYRTLE 1935 on T-9025 was classified as "doubtful" in the field and gave a radial plot intersection 2.05mm. (41 meters) north northeast of the position from the field notes. The point located as the substitute station is "a point of grass", and there is identifiable 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 substitute 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 and the angle at MYRTLE 1935 is  $186^{\circ} 53' 11''$  which makes the fix weak. It is noted that the azimuth to CROSS 1933 is given  $220^{\circ} 45' 29''$  and to BELLE ISLE 2, 1888 is given  $33^{\circ} 52' 18''$  which may account for movement of substitute station MYRTLE in a N.N.E. and S.S.W. direction.

(3) TT3LL, 1932 northeast of T-9030 was identified with a "doubtful" classification by the field party. Because the position of TT3LL, 1932 places it within 108 meters of LOCKPORT MUN W.T., 1934, which was positively identified, TT3LL, 1932 was not used to control this radial plot.

(4) Substitute Station POINT AU FER STACK, 1933 south of T-9031 was identified and classified as "doubtful" because "original foundation of stack could not be found, so end of boiler where stack should be connected was used as station." The substitute station held excellently on the radial plot.

(5) Substitute Station FISH, 1933 south of T-9031 was identified and classified as "doubtful". It held very well on the radial plot.

(6) WASHA, 1934 south of T-9033 was located on the photograph by reference measurements and classified as "doubtful". It held on the radial plot.

(7) VOSS, 1934 southeast of T-9033 was located on the photograph using the templet method with cuts to identifiable detail, and was classified as "doubtful". The geographic position of VOSS, 1934 is a "no check" position determined by two cuts. The radial plot gave in intersection 0.85mm (17 meters) east of the geographic position.

(8) Substitute Station RICE, 1935 south of T-9033 was identified and classified as "doubtful". It held fairly well on the radial plot.

The control identified for this radial plot is considered to be sufficient. As discussed in the foregoing paragraphs there seem to be plausible reasons for the discrepancies in the field positions and radial plot positions of the six control stations that could not be held on the radial plot. It would have been desirable to have made a special effort to positively identify those stations on the perimeter of the radial plot. This seems particularly true in the case of VOSS 1934, RICE 1935, and WASHA 1934, the only control for T-9033, all outside the quadrangle and project.

The photographs furnished for this radial plot were sufficient to give a minimum of four cuts for the location of all but one or two pass points. The photographs are sharp and tilt was not a problem.

(F) CLOSURE AND ADJUSTMENT:

This radial plot was extended far enough into adjoining quadrangles to insure good junction with future work.

It was disturbing to find the changes in position of points common to Ph-14(46) and, as mentioned before, special care was exercised. The positions of those points were checked by re-laying the radial plot twice.

It is believed that all parts of this radial plot fall within the prescribed limits of accuracy.

(G) GENERAL:

The symbols for pass points, photograph centers, and control stations are on the map manuscripts generally in accordance with Photogrammetry Instructions No. 12 of March 17, 1947. Deviations from these instructions consist of two concentric blue circles 6mm and 2.5mm. in diameter for pass points common to this radial plot and Ph-14(46); and the radial plot positions of control stations not held are shown as pass points and labelled.

The dates of completion and review of the radial plot for the various quadrangles are:

T-9031, T-9032, and T-9033 on March 7, 1949  
T-9026 and T-9027 on March 28, 1949  
T-9020, T-9021, T-9022, and T-9025 on March 29, 1949  
T-9028, T-9029 and T-9030 on April 18, 1949

The manuscripts were then released for compilation.

Respectfully submitted,

*Milton M. Slavney*

Milton M. Slavney,  
Photogrammetric Engineer

Approved and Forwarded:

*R. A. Gilmore*

Ross A. Gilmore, 5/5/49  
Chief of Party.



COMPILATION REPORT  
TO ACCOMPANY  
QUADRANGLE T-9033

26 & 27. CONTROL AND RADIAL PLOT:

These are the subject of a special report submitted to the Washington Office on May 5, 1949 by M.M. Slavney, Photogrammetric Engineer

28. DELINEATION:

The area within the limits of this quadrangle is principally marsh with several small areas of swamp. Little field inspection was necessary for this reason; however, no distinction was made by the field inspector between drainage ditches and the ditch-like waterways known locally as "Pirogue Trails." The compiler, with the assistance of H. A. Duffy (formerly connected with the field inspection party of this area), has selected what appears photographically to be pirogue trails and so labeled them on the map manuscript.

Some difficulty was encountered by the compiler in showing detail points through the approximate center of the quadrangle due to insufficient overlapping of the photographs. The planimetric detail is; however, relatively unimportant through this area and it is believed that sufficient detail points of prescribed accuracy have been obtained.

29. SUPPLEMENTAL DATA:

None used.

30-36 INCLUSIVE:

Not applicable to this quadrangle.

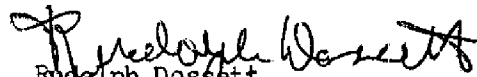
44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

A comparison was made with the U. S. Corps of Engineers "Lake Decade Quadrangle", Edition of 1935. The dredge canals extending southwestwardly from Carrion Crow Bayou in the northern portion of this map manuscript were the only outstanding changes noted.


45. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with U. S. Coast and Geodetic Survey Chart No. 1050, bearing print date November 3, 1947. No outstanding changes were noted.

Respectfully submitted,

  
Rudolph Dossett  
Cartographer (Photo.)

Approved and Forwarded:


  
Ross A. Gilmore, 9/14/49  
Chief of Party.

SUPPLEMENT TO COMPILATION REPORT T-9033

The southern limits of the original projection failed by one half minute of latitude to make junction with U.S. C. & G.S. Planimetric Map T-5662 (1931). The manuscript was delineated and forwarded for Office inspection prior to completion survey. A projection was ruled covering the half minute discrepancy and sent to the Tampa Photogrammetric Office along with the map manuscript and other pertinent data.

The photogrammetric plot was extended through the unmapped area. The details were delineated on the new projection which has been labeled "SHEET 2, T-9033. The junction of this sheet with T-5662 (1931) and T-5289 (1932) is in reasonably good agreement with the exception of one area along Big Carrion Crow Bayou. At this point the disagreement is not in excess of one and one half millimeter.

Approved and Forwarded:

  
Ross A. Gilmore,  
Chief of Party.

  
Rudolph Dossett  
Cartographer (Photo)

# GEOGRAPHIC NAMES

Survey No. T-9033  
manuscript  
 (2 sheets)

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	
(Sheet 1)									1
• Victors Bayou ✓									2
• Willow Bayou ✓									3
• Bayou Sapiant ✓									4
• Creole Bayou ✓									5
• Bayou De Log ✓									6
• Bayou Penchant ✓									7
• Carrion Crow Bayou ✓									8
• Carrion Crow Lake ✓									9
• Biscuit Bayou ✓									10
• Pond's Canal ✓									11
• Terrebonne Parish ✓									12
• Loyal Canal ✓									13
(Sheet 2)									14
• Big Carrion Crow Bayou ✓									15
• Terrebonne Parish ✓									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27
									M 234

• = Approved name  
 5-23-50  
 A. J. W.



Review Report T-9033  
Planimetric Map  
May 23, 1950

62. Comparison with Registered Topographic Surveys:

None

63. Comparison with Maps of Other Agencies:

Lake Decade, La. 1:62,500 U.S.E. 1935

64. Comparison with Contemporary Hydrographic Surveys:

None

65. Comparison with Nautical Charts:

Chart 1050 1:175,000 May 1949 (revised)

Chart 1116 1:458,596 Sept 1949 (revised)

66. Adequacy of Manuscript:

This survey complies with the National Standards of Map Accuracy.

67. Miscellaneous:

A field edit of this map was not deemed necessary considering the nature of the terrain, lack of development and habitations in the area.

Reviewed by:

L. M. Cazik  
L. M. Cazik

Approved by:

S. V. Griffith  
Chief, Review Section  
Division of Photogrammetry, 287

O. S. Reading  
Chief, Div. of Photogrammetry

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

Wm. Scaife  
Chief, Div. Coastal Surveys  
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