

9103

ORIGINAL

Diag. Cht. Nos. 1277 & 1116-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. _____ Office No. T-9103

LOCALITY

State LOUISIANA

General locality VERMILION PARISH

Locality FORKED ISLAND

1945.1

CHIEF OF PARTY

Charles W. Clark, Chief of Fd. Party

Arthur L. Wardwell, Tampa Photogram-

~~metric Office~~

LIBRARY & ARCHIVES

DATE March 12 - 1952

B-1870-1 (1)

9103

Partially applied - chart 883 Feb 1954 PWA

DATA RECORD

T-9103

Project No. (II): Ph 33(48)

Quadrangle Name (IV):

Field Office (II): Abbeville, Louisiana

Chief of Party: Charles W. Clark

Photogrammetric Office (III): Tampa, Florida

Officer-in-Charge: Arthur L. Wardwell

Instructions dated (II) (III): 2 July 1948

Copy filed in Division of
Photogrammetry (IV)
Office Files

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): 9-28-50 Date reported to Nautical Chart Branch (IV): 10-2-50

Applied to Chart No.

Date:

Date registered (IV): 2-20-52

Publication Scale (IV):

1:24,000
~~1:20,000~~

Publication date (IV):

Geographic Datum (III): N. A. 1927

Vertical Datum (III):

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): HOUSE-AT-LOCKS, 1932 (USGS)

Lat.: 29° 45' 26" 469 (815.0M) Long.: 92° 15' 53" 195 (1429.2M) Adjusted
XXXXXXXXXX

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.

Leo F. Beugnet
(II)

DATA RECORD

Field Inspection by (II): Leo F. Beugnet

Date: December 1948

Planetable contouring by (II): Leo F. Beugnet

Date: December 1948

Completion Surveys by (II): *C. A. Navin*Date: *1 Dec 1950 thru
17 Jan. 1951.*

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

Projection and Grids ruled by (IV): W. E. W. (Washington Office) Date: 28 Oct. 1948

Projection and Grids checked by (IV): W. E. W. (Washington Office) Date: 28 Oct. 1948

Control plotted by (III): J. F. Armstrong

Date: 17 March 1949

Control checked by (III):

B. F. Lampton

Date: 18 March 1949

Radial Plot ~~or Stereoscopic~~
Control extension by (III):

M. M. Slavney

Date: 28 Feb. 1950

Stereoscopic Instrument compilation (III):
Planimetry
Contours

Inapplicable

Date:

Date:

Manuscript delineated by (III):

R. A. Reece

Date: 11 July 1950

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

Date: 16 August 1950

Elevations on Manuscript
checked by ~~XX~~ (III):

R. A. Reece

Date: 6 July 1950

Camera (kind or source) (III): U. S. C. & G. S. Nine lens, $8\frac{1}{4}$ " focal length

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
22053	13 March 1948	15:32	1:20,000	No periodic tide
22054	13 March 1948	15:32	"	
22095	13 March 1948	16:28	"	
22096	13 March 1948	16:30	"	

Tide (III)

Reference Station: No periodic tide
 Subordinate Station:
 Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV): *K. N. Maki*

Date: *11 Sept. 1951*

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (II):

64.5

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

None

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

43

Control Leveling - Miles (II):

32.2

Number of Triangulation Stations searched for (II):

5

Recovered: 5

Identified: 3

* Number of BMs searched for (II):

Recovered:

Identified: 14

Number of Recoverable Photo Stations established (III):

12

Number of Temporary Photo Hydro Stations established (III):

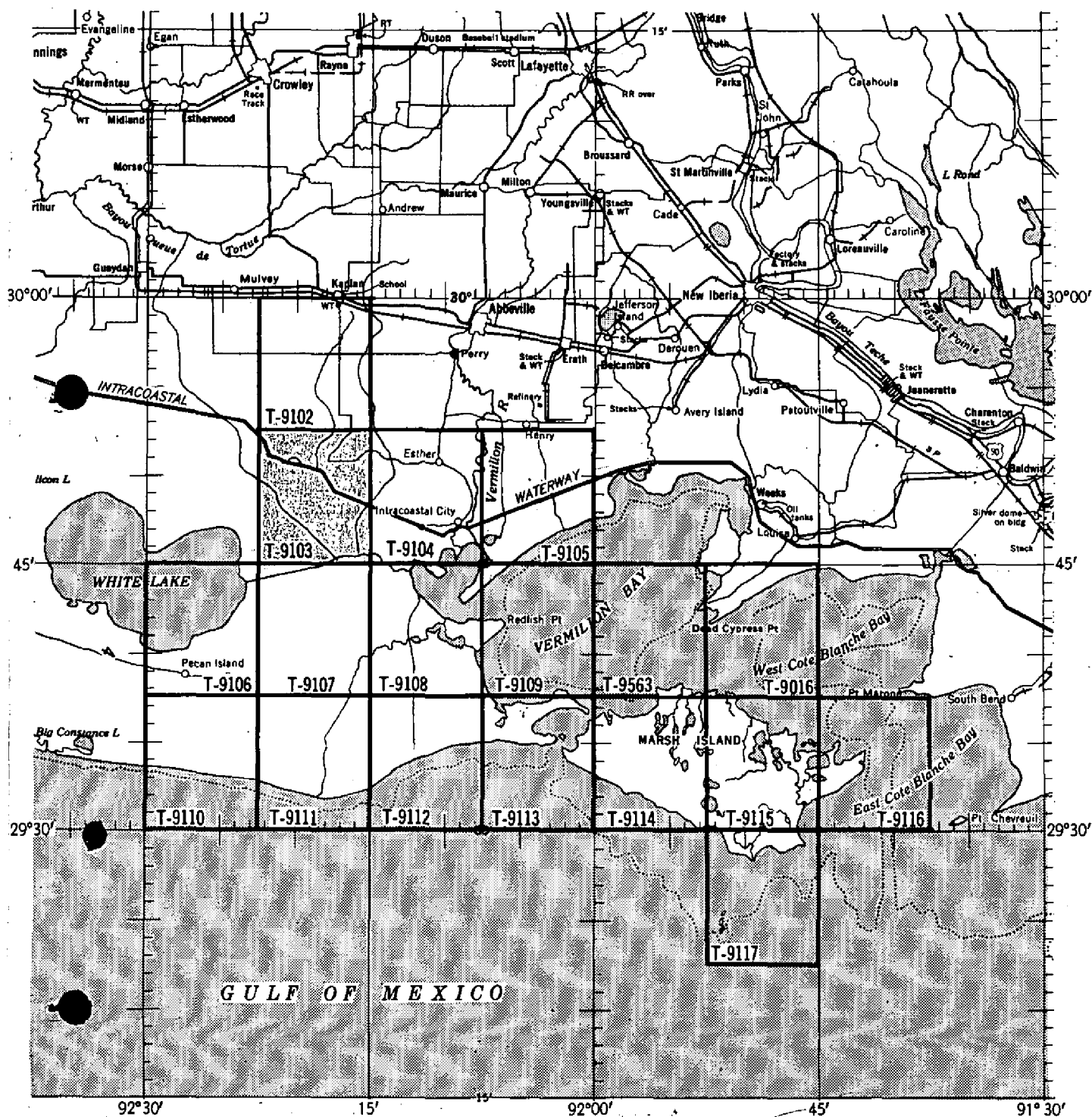
None

Remarks:

* 14 third order bench marks established.

TOPOGRAPHIC MAPPING PROJECT PH 33 (48)

LOUISIANA - INTRACOASTAL WATERWAY East Cote Blanche Bay — White Lake



Summary to Accompany T-9103

T-9103 is one of 18 topographic quadrangles in Project Ph-33(48) Louisiana. This map lies in the northwesterly part of the project inland approximately twenty miles north from the Gulf of Mexico. The Intracoastal Waterway crosses the map area diagonally from east to west. White Lake lies just southwest of the quadrangle. This map is a graphic compilation. The field operations preceding compilation included complete field inspection, the establishment of some additional control and the determination of numerous elevations for planetable contouring. The graphic compilation was at a scale of 1:20,000 showing all natural and cultural features. The contour interval is 5 feet. The manuscript consists of one sheet $7\frac{1}{2}$ ' in latitude by $7\frac{1}{2}$ ' in longitude. The entire map was field edited. The map is to be published by the Geological Survey at a scale of 1:24,000 as a standard topographic quadrangle. The registered data to be permanently filed in the Bureau Archives under T-9103 will include a cloth-mounted lithographic print of T-9103 at scale 1:20,000, a cloth-mounted color print of the published map at scale 1:24,000 and the original descriptive report.

FIELD INSPECTION REPORT
 Quadrangle T-9103
 (29-52.5/92-22.5/7.5)
 Project Ph-33(48)
 Charles W. Clark, Chief of Party

All phases of field work were completed in accordance with the Director's Instructions dated 2 July 1948 - Instructions, Project Ph-33(48), Field; and other applicable instructions as noted herein. ✓
See p. 1

The various phases of field work were completed by the following personnel during the indicated periods of time:

NAME	PHASE	MONTH, 1948
William M. Reynolds Cartographer (Photo)	Horizontal Control Recovery and Identification Fly Levels	July, November November
Leo F. Beugnet Engineering Aid	Contours Interior Inspection Shoreline Inspection Fly Levels	Sept. to Dec. Sept. to Dec. October September
Matthew A. Stewart Engineering Aid	Third-Order Levels	September
James H. Clark Engineering Aid	Third-Order Levels	Nov. - Dec.

1. DESCRIPTION OF THE AREA:

This quadrangle lies within Vermilion Parish in the southwestern section of the State of Louisiana.

A great part of the land area is marsh in the southern part of the quadrangle while in the northern section of the quadrangle farm lands predominate with some heavily wooded areas throughout the section.

Reclaiming of marsh land for farming is a continuous process and the area farmed is continuously increasing.

The principal cultural features within the quadrangle are the Intracoastal Waterway, running across the southern section of the quadrangle from southeast to northwest; Louisiana State Highway No. 26 running in a general direction of north to south; and, Louisiana State Highway 292 in the northeast portion of the quadrangle. These two roads are the backbone of the system of unpaved roads serving the area.

A part of Schooner Bayou and the Schooner Bayou Locks also fall within the limits of this quadrangle in the southeast part.

2. COMPLETENESS OF FIELD INSPECTION:

Field inspection in this quadrangle is believed to be adequate and complete. A new canal dredged since photography has been added just to the west of Little Prairie Ridge.

There are many ditches throughout the entire area. It is believed that all ditches to be shown on the finished manuscript have been noted and all those to be deleted have been Xed out in green ink on the photographs.

3. INTERPRETATION OF THE PHOTOGRAPHS:

In most cases, interpretation of the photographs was clear and correct. The tone of the photographs ranges from white for roads, along spoil banks and some fields, to almost black in some marsh areas and low lands. Marsh, generally, is a light steel gray tone, heavily wooded areas a very dark gray tone and the rice fields a light gray tone.

4. HORIZONTAL CONTROL:

Five horizontal control stations within the limits of the quadrangle were recovered. The following stations were positively identified:

SCHOONER (USGS), 1933
HOUSE AT LOCKS*(USGS), 1932
TT 68 L (USGS)

** G.P. listing does not credit USGS. Brought to attention of Greaney*

The following stations were identified during the course of field work on Project Ph-14(46) and were not re-identified:

TT 66 L (USGS)
TT 67 L (USGS)

5. VERTICAL CONTROL:

A third-order level line originating north of the quadrangle on USC&GS bench marks at Kaplan, Louisiana, follows Louisiana State Highway No. 26 to Forked Island and thence along existing roads, trails and canals to Schooner Bayou and thence into quadrangle T-9104. This line ties with a previously run third-order level line originating on bench marks on the eastern end of Grank Cheniere and tying to tidal bench marks at Southwest Pass. Elevations used for these third-order bench marks in this quadrangle are those shown in the Level Abstract of line from "Kaplan to Chenier au Tigre".

To supplement the existing control and the newly established third-order bench marks, fly level lines were run along the roads and canals. Elevations of easily identifiable points of detail were established for control of plane table contouring.

6. CONTOURS AND DRAINAGE:

All contouring was done by standard plane table methods direct on the nine lens field photographs. In some places, the hand level and pacing were used. All plane table traverses of three set-ups or more were tied into a point of known elevation. There were no large closures encountered.

7. MEAN HIGH WATER LINE:

The mean high water line throughout the quadrangle is that along the Intracoastal Waterway, and the Old Intracoastal Waterway following a dredged canal to Schooner Bayou and then along Schooner Bayou to White Lake. However there is only about two miles of this Old Intracoastal Waterway within this quadrangle.

The MHWL along all of the shoreline is as photographed. Some of the shoreline is fast land - most of it however is the marsh line.

Shoreline Inspection was done in accordance with Field Memorandum No. 1, Mean High Water Line in Marsh and Other Swamp Areas, dated 20 June 1938; and, Supplemental Instructions - Shoreline Inspection, dated 18 March 1944.

Symbolization of the Mean High Water line was done on the field photographs in accordance with Paragraph 20 (a and c).

8. LOW WATER LINE:

The low water line is synonymous with the mean high water line throughout the entire area as the banks of the canals and the natural bayous are ^{nearly} vertical.

9. WHARVES AND SHORELINE STRUCTURES:

Adequately covered by the photographs.

The only wharves or shoreline structures of any importance are Schooner Bayou Locks, the ferry slips at and near Forked Island and the Union Oil Co. slip and wharves at Forked Island.

The Schooner Bayou Locks are 300 feet long and 34.9 feet wide.

10. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

There were no details offshore from the mean high water line discovered by this party during the course of field work.

11. LANDMARKS AND AIDS TO NAVIGATION:

There are no landmarks or aids to navigation within the quadrangle.

12. HYDROGRAPHIC CONTROL:

To supplement existing horizontal control six recoverable topographic stations were established within the quadrangle.

13. LANDING FIELDS AND AERONAUTICAL AIDS:

There are no landing fields or aeronautical aids within the limits of this quadrangle.

14. ROAD CLASSIFICATION:

All roads were classified in accordance with Photogrammetry Instructions No. 10, dated 14 April 1947 as amended 24 October 1947.

State Highways are poorly marked and in many places were difficult to identify in the field. Those state highways that are marked are indicated on the photographs. The parish map of Vermilion Parish to be furnished with the records for Quadrangle T-9102 is the best map the party was able to obtain showing the numbered state highways.

At the time of completion of field work State Highway 26 ended at Forked Island ferry. However, on 12 January 1949 surveys were completed for a new highway from Forked Island ferry to the south limits of the quadrangle. This new highway will probably be a continuation of State Highway 26. It is expected that construction of this highway will be completed before the map is published.

Seven P.I.'s. on the final Survey of this road were identified on the photographs, Form M-2226-12 were submitted for these identified stations. At the time of completion of field work there were two locations of the road surveyed between station 148+71.12 A (147 + 13.92 B) and Old Intracoastal Waterway. These two lines were designated A (first location) and B (second and preferred location) by the State Highway Department.

Blueprints of the plans and profiles of this section will not be available for about two months, according to Mr. W. H. Yawn, Project Engineer. Copies of the plans and profiles were requested by letter, copy attached hereto, from:

Mr. W. J. Hughes, Construction Engineer
Louisiana State Department of Highways
Baton Rouge, Louisiana

To be forwarded when available to the Officer in Charge, Tampa Photogrammetric Office. *Not received in Tampa Office. 22 Sept. 1950 w.o.a.*

As final approval of this road has not been made and is subject to political influence, it is recommended that it be compiled from the plans furnished by the Construction Engineer subject to correction and classification by the field editor. *Proposed roads not to be shown.*

Rasure: If not obtained by F.E. write for plans or w.o.a. info. syg.

15. BRIDGES:

See letter, p. 11A and item 57, F.E. report.

There are no bridges over navigable waters in this quadrangle.

16. BUILDINGS AND STRUCTURES:

All buildings were classified in accordance with Photogrammetry Instructions No. 29, dated 1 October 1948.

17. BOUNDARY MONUMENTS AND LINES:

Other than land lines, the only boundary appearing within this quadrangle is that between Police Jury Wards Six and Seven. This line enters the quadrangle in the northeast section along the Seventh Ward Canal. It follows this canal to the North Prong of Schooner Bayou and thence along the North Prong of Schooner Bayou to its confluence with Schooner Bayou; thence, turning westwardly, along Schooner Bayou and the Old Intracoastal Waterway, passing out of the quadrangle about one mile west of Schooner Bayou Locks.

Much time was spent searching for section corners. Only six were recovered. All of these were identified on the field photographs.

For further details see "Special Report - Boundaries - Project Ph-33(48)". *Filed in Div. Photogrammetry general files.*

18. GEOGRAPHIC NAMES:

Geographic names in this area were ^{the} subject of a "Special Report on Geographic Names, Gulf Intracoastal Waterway, Vermilion Bay, Louisiana to Port Arthur, Texas, Project Ph-14(46)". No systematic investigation of geographic names was made; however, no discrepancies were found in the names covered by that report during the course of field work on this quadrangle. *Filed in Geogr. Names Sect. Div. of Charts.*

19. COAST PILOT INFORMATION:

Coast Pilot Information was the subject of "Special Report, Coast Pilot Information, Project Ph-33(48)". *Filed in Coast Pilot Sect. Div. of Charts.*

Submitted:
14 January 1949

Leo F. Beugnet.
Leo F. Beugnet
Engineering Aid

Approved:
14 January 1949

Charles W. Clark.
Charles W. Clark
Lt. Comdr. U.S.C. & G.S. *Wm.*
Chief of Party

NO PAGE 11A
NUMBER
FOR
TIME

P. O. Box 364, Abbeville, Louisiana

14 January 1949

Mr. W. J. Hughes, Construction Engineer
Louisiana State Department of Highways
Baton Rouge, Louisiana

Dear Sir,

The Coast and Geodetic Survey has in progress a topographic mapping project covering the area from Vermilion Bay to White Lake, in Vermilion Parish. During the course of field work in the vicinity of Forked Island and Little Prairie Ridge, your department began surveys for a new road from Forked Island to the Old Intracoastal Waterway.

At the time of completion of field work for the quadrangle in that area the final surveys of the road were completed by Mr. W. H. Yawn, your Project Engineer. Mr. Yawn stated, when an inquiry was made, that the plans and profiles would be completed by your office, probably within two months.

To make the compilation of this road possible without additional expense of time and funds, will you please forward a complete set of plans and profiles of the section of this road from Forked Island Ferry to the Old Intracoastal Waterway, when complete to:

Officer in Charge
Tampa Photogrammetric Office
U. S. Coast and Geodetic Survey
P. O. Box 1689
Tampa, Florida

Not received in Tampa
22 Sept. 1950
W.A.R.

Yours very truly,

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

MAP T-9103...

PROJECT NO. Ph-33(48)

SCALE OF MAP 1:20,000

SCALE FACTOR 1.000

[illegible]

1 FT. = 3048006 METER

COMPUTED BY:

DATE _____

CHECKED BY:

DATE _____

M-2388-12

COMPILATION REPORT, T-9103

PHOTOGRAMMETRIC PLOT REPORT

This report was submitted with T-9113.

31. DELINEATION

The map manuscript has been delineated by the graphic methods.

The field inspection was adequate.

Little difficulty was encountered either in the interpretation of the photographs or the delineation of the manuscript. Discrepancies have been noted on the overlay.

32. CONTROL

There was a sufficient number of well placed, accurately identified secondary control points to insure accurate establishment of detail points.

33. SUPPLEMENTAL DATA

Film positives of shoreline manuscripts T-8910 and T-8911 were used in transferring bench marks PBM 38, PBM 35 and BM 92 (USE). Detail was held in order to transfer the stations. Film positives could not be used for transferring of other detail due to the discrepancy between the Radial Plot of Ph-14 (46) and Ph 33 (48). Projections and detail would not coincide simultaneously. Film positives were useful as a comparison and check on the completeness of the compilation. Only minor differences were noted.

34. CONTOURS AND DRAINAGE

The only drainage of any consequence in the area is by canals and ditches, which were delineated without any difficulty.

No difficulty was encountered in transferring the contours from the field inspection photographs.

35. and 36. inapplicable

37. LANDMARKS AND AIDS

None.

38. CONTROL FOR FUTURE SURVEYS

Twelve forms 524 are being submitted with this report.

(7 disk sta. plus 5 recoverable sect. cors. (iron pipes))

A list of the recoverable topographic stations have been prepared and included in Item 49. as follows:

39. JUNCTIONS

disks { X 113, 1948 Gate, 1948
Malt " Jury, "
Kind " Lace "
Fork "

Junction was made on the west with U. S. Geological Survey quadrangle, SCHOONER BAYOU (SW), scale 1:31,680, dated 1932. Except for minor cultural changes the junction appears to be in good agreement.

Survey No. T-9102 on the north, T-9104 to the east and T-9107 to the south make junction quite well except for minor discrepancies noted on the overlay.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

46. COMPARISON WITH EXISTING MAPS

Comparison was made with U. S. Geological Survey quadrangle, SCHOONER BAYOU (SE); scale 1:31,680, dated 1932. The Intracoastal Waterway at lat. 29° 50.5' long. 92° 20' has been straightened. A new canal has been dredged at lat. 29° 46.4' long. 92° 20.8'.

47. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with Chart 1277, scale 1:80,000, published November 1938, last correction date 11 April 1949. No discrepancies were noted.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY

None.

ITEMS TO BE CARRIED FORWARD

None.

Richard A. Reece
Richard A. Reece
Cartographic Survey Aid

Approved and Forwarded

Arthur L. Wardwell
Arthur L. Wardwell
Chief of Party

50 PHOTOGRAMMETRIC OFFICE REVIEW
T- 9103

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

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) JG ~~XXXXXX~~ 7. Photo hydro stations XXXXX 8. Bench marks JG ~~XXXXXX~~ 9. Plotting of sextant fixes XXXXXX 10. Photogrammetric plot report JG 11. Detail points JG

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline JG 13. Low-water line JG ~~XXXXXX~~ 14. Rocks, shoals, reefs XXXXXX 15. Bridges XXXXXX 16. Aids to navigation XXXXXX 17. Landmarks XXXXXX 18. Other alongshore physical features JG 19. Other along-shore cultural features JG

PHYSICAL FEATURES

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

CULTURAL FEATURES

27. Roads JG 28. Buildings JG ~~XXXXXX~~ 29. Railroads XXXXXX 30. Other cultural features JG

BOUNDARIES

31. Boundary lines JG 32. Public land lines JG

MISCELLANEOUS

33. Geographic names JG 34. Junctions JG 35. Legibility of the manuscript JG 36. Discrepancy overlay JG 37. Descriptive Report JG 38. Field inspection photographs JG 39. Forms JG

40. Jesse A. Giles William A. Rasum
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.

Compiler Supervisor

43. Remarks:

FIELD EDIT REPORT

-18-

51. METHODS

All features were checked by visual methods augmented by planetable traverse and hand level elevations wherever doubtful.

All additions, corrections, and deletions have been shown on the field edit sheet or, when shown on the photographs, have been cross referenced to the field edit sheet.

A description of the colored inks used during field edit has been shown on all field edit data.

The field edit data are shown on one (1) field edit sheet, one (1) discrepancy print, one (1) section line print, one (1) map - Schooner Bayou Locks, and four (4) nine-lens photographs Nos. 22054, 22055, 22095, and 22096.

52. ADEQUACY OF COMPILATION

The compilation appears adequate.

53. MAP ACCURACY

After field edit corrections are made it is believed the map will comply with all required standards.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF THE PROOF COPY

Dr. P. J. Miller, Abbeville, Louisiana, extensive landowner in this area, has agreed to examine the proof copy.

There are no geographic name corrections recommended.

56. WOODLAND COVER

All woodland and field cover was checked. Various areas of woods which show with a light grey photographic tone ordinarily indicating swamp were found to be trees girdled for killing prior to clearing the land. These areas have been marked "Open" inasmuch as the lack of foliage prohibits troop cover and the areas in question will be cleared and ready for cultivation within the next year.

Some areas already free of stumps have been indicated "Cld".

57. ROADS

Refer to Field Inspection Report, Item 14.

The continuation of State Highway 26 has not been started and no date has been set for the beginning of the construction, although the final location has been approved.

The proposed centerline has been shown on the field edit sheet from Forked Island Ferry south to Little Prairie Ridge. *Not shown on map. No construction of any type started as of the date of this field edit.*

All minor class 7 roads, used as field access only, have been deleted.

58. BOUNDARY MONUMENTS AND LINES

Refer to Field Inspection Report, Item 17.

The location of the line between T13S and T14S, the line between R1E and R2E, and the southeast corner, Section 31, T13S, R2E, as shown on the section line print T-9103(), were verified correct by local residents. There are no marks on line to be identified other than fence corners, road intersections, and ditch lines, therefore no forms 524 are submitted.

The location of Section 16, T14S, R2E, as determined from corners recovered during field inspection, is satisfactory according to local information. This is a school section leased by Mr. Pete Langlanaise, Kaplan, Louisiana, who had a private survey made to determine the corners, which are marked by the ditches bounding the section. Dr. P. J. Miller, owner of the adjacent land has not had a survey made of the interior of his property but has no objections to the location of the section as shown from the original field inspection.

The section corners shown on the U. S. Engineer map of Schooner Bayou Locks were not recovered. It is believed the land lines shown on this map are drafting room projections from the Kemper-Smith Survey of T15S, R1E. This information is the surmise of Mr. Bert Eagleson, U. S. Engineer, Survey Party Chief, in this area.

Submitted
23 January 1951

Cecil A. Navin
Cecil A. Navin
Cartographic Survey Aid

Approved 6 Mar. 1951

Percy L. Bernstein
Percy L. Bernstein
Chief of Party

48. GEOGRAPHIC NAME LIST

The following list of geographic names was taken from a Special Report on Geographic Names, Gulf Intracoastal Waterway, Vermilion Bay, Louisiana to Port Arthur, Texas Project Ph-14(46).

BULL ISLAND

- FORKED ISLAND
- FORKED ISLAND (Community)
- Forked Island Ferry
- GODARD DITCH
- GREENSPINE ISLAND — (a family name according to the Names Report)
- GUM ISLAND

HACKBERRY BAYOU

- INTRACOASTAL WATERWAY
- ISLE MARRONE
- ISLE MARRONE CANAL
- ISLE PEVLEY

JOE ISLAND

- LIBERTY CANAL — Zigler Canal (see Field Edit report for T-9102)
- LITTLE PRAIRIE RIDGE
- LONG ISLAND
- LOUISIANA
- LOUISIANA 26
- LOUISIANA 292
- LOUISIANA C-1350 ; L2C-1708
- LOWER ISLAND

MIDDLE ISLANDMUD ISLANDNORTH PRONG SCHOONER BAYOUOAK POINTOUTSIDE ISLAND

- POINT GROSBEC
- POLICE JURY WARD 6
- POLICE JURY WARD 7

Review Report T-9103
Topographic Map
11 September 1951

62. Comparison with Registered Topographic Surveys

T-1685	1:20,000	1886
T-6177b	1:20,000	1934
T-8910	1:10,000	1947
T-8911	1:10,000	1947

T-9103 supersedes these surveys for nautical charting purposes.

63. Comparison with Maps of Other Agencies

Schooner Bayou, La., S.E., (Advance Copy) 1:31,680,
U.S.G.S., 1932

Roads and irrigation ditches are shown more extensively on T-9103 than on the quadrangle.

64. Comparison with Contemporary Hydrographic Surveys.

None

65. Comparison with Nautical Charts

1277	1:80,000	ed. 1938,	corr. 3/19/51
1051	1:175,000	ed. 1941	corr. 6/4/51
1116	1:458,596	ed. 1943	corr. 8/13/51

A canal and an open pipeline ditch in the southwest area of T-9103 are not shown on the charts. There are no other significant differences between the map and the charts. *See 4-24-51*

66. Adequacy of Results and Future Surveys

This map is adequate and complete as a base for nautical chart construction. It complies with National Map Accuracy Standards.

67. Section Lines and Boundaries

Section lines are shown in accordance with the General Land Office (Bureau of Land Management) plats, the recovery of accepted corners and local information.

The entire area of this map lies in Vermilion Parish.

Boundaries of Police Jury Wards will not be shown on the published map.

68. Geographic Names

The list of geographic names attached to this report have been approved by the Geographic Names Section, Division of Charts.

Reviewed by:

K. N. Maki
K. N. Maki ✓ 2/20/52

Approved by:

S. V. Giffith 2/25/52
Chief, Review Section
Division of Photogrammetry

O. S. Reading
Chief, Div. of Photogrammetry

H. B. Edmonson
Chief, Nautical Chart Branch
Division of Charts GFI

Carl O. Keaton
Chief, Division of Coastal
Surveys W. H.

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9103

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.