

9113

ORIGINAL

Diag. Cht. No. 1116-2 & 1277.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHICField No. _____ Office No. T-9113

LOCALITY

State LOUISIANAGeneral locality VERMILION BAYLocality SOUTHWEST PASS1951

CHIEF OF PARTY

Charles W. Clark, Chief of Field Party

Arthur L. Wardwell, Tampa Photogrammetric

Office

LIBRARY & ARCHIVES

DATE Sept - 2 - 1952

8-1870-1 (1)

9113

DATA RECORD

T - 9113

Project No. (II): Ph33(48)

Quadrangle Name (IV):

Field Office (II): Abbeville, La.

Chief of Party: Charles W. Clark

Photogrammetric Office (III): Tampa, Fla.

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): 27 June 50 Date reported to Nautical Chart Branch (IV): 7-3-50

Applied to Chart No.

Date:

Date registered (IV): 5-12-52

Publication Scale (IV): 1:24,000

Publication date (IV):

Geographic Datum (III): NA 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): CHANNEL, 1933

Lat.: 29° 34' 39.726(1223.1m) Long.: 92° 02' 03".600 (96.9m)

Adjusted

~~1223.1m~~

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

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

DATA RECORD

Field Inspection by (II): J. H. Clark, W. M. Reynolds

Date: July-Dec., 1948

Planetable contouring by (II): Leo F. Baugnet

Date: Sept, 1948

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

12 Feb. thru
Date: 20 Feb. 1951Mean High Water Location (III) (State date and method of location):
Dec. 1948, Air Photo. Compilation

Projection and Grids ruled by (IV): T.L.J. Wash. Off.

Date: 26 Oct. 48

Projection and Grids checked by (IV): " " "

Date: 26 Oct 48

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

Date: 22 Mar 49

Control checked by (III): R. J. Pate

Date: 22 Mar. 49

Radial Plot ~~and Stereoscopic~~ M. M. Slavney
Control checked by (III):

Date: 14 Feb 50

Stereoscopic Instrument compilation (III):
Planimetry
Contours
Inapplicable

Date:

Date:

Manuscript delineated by (III): R. Dossett

Date: Mar. 1950

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

Date: Mar. 1950

Elevations on Manuscript
checked by (II) (III): R. Dossett

Date: Mar. 1950

Camera (kind or source) (III): U.S.C. & G.S. 9 Lens, 8 $\frac{1}{4}$ " focal length

PHOTOGRAPHS (III)				
Number	Date	Time	Scale	Stage of Tide
21368	2-Dec-47	12:12	1:20,000	+ 0.1
21949	13-Mar-48	11:59	"	"
21950	13-Mar-48	12:00	"	"

Tide (III)

Diurnal

Reference Station: **Galveston**
 Subordinate Station: **Southwest Pass, Vermilion Bay**
 Subordinate Station:

Ratio of Ranges	Mean Range	Mean Range
1.0	1.0	1.4
1.1	1.1	1.6

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

Date: *5 Dec. 1951*

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): **17**
 Shoreline (More than 200 meters to opposite shore) (III): **25.1**
 Shoreline (Less than 200 meters to opposite shore) (III): **6.2**
 Control Leveling - Miles (II): **5**
 Number of Triangulation Stations searched for (II): **2** Recovered: **2** Identified: **2**
 Number of BMs searched for (II): *** None** Recovered: **-** Identified: **-**
 Number of Recoverable Photo Stations established (III): **21**
 Number of Temporary Photo Hydro Stations established (III): **None**

Remarks:

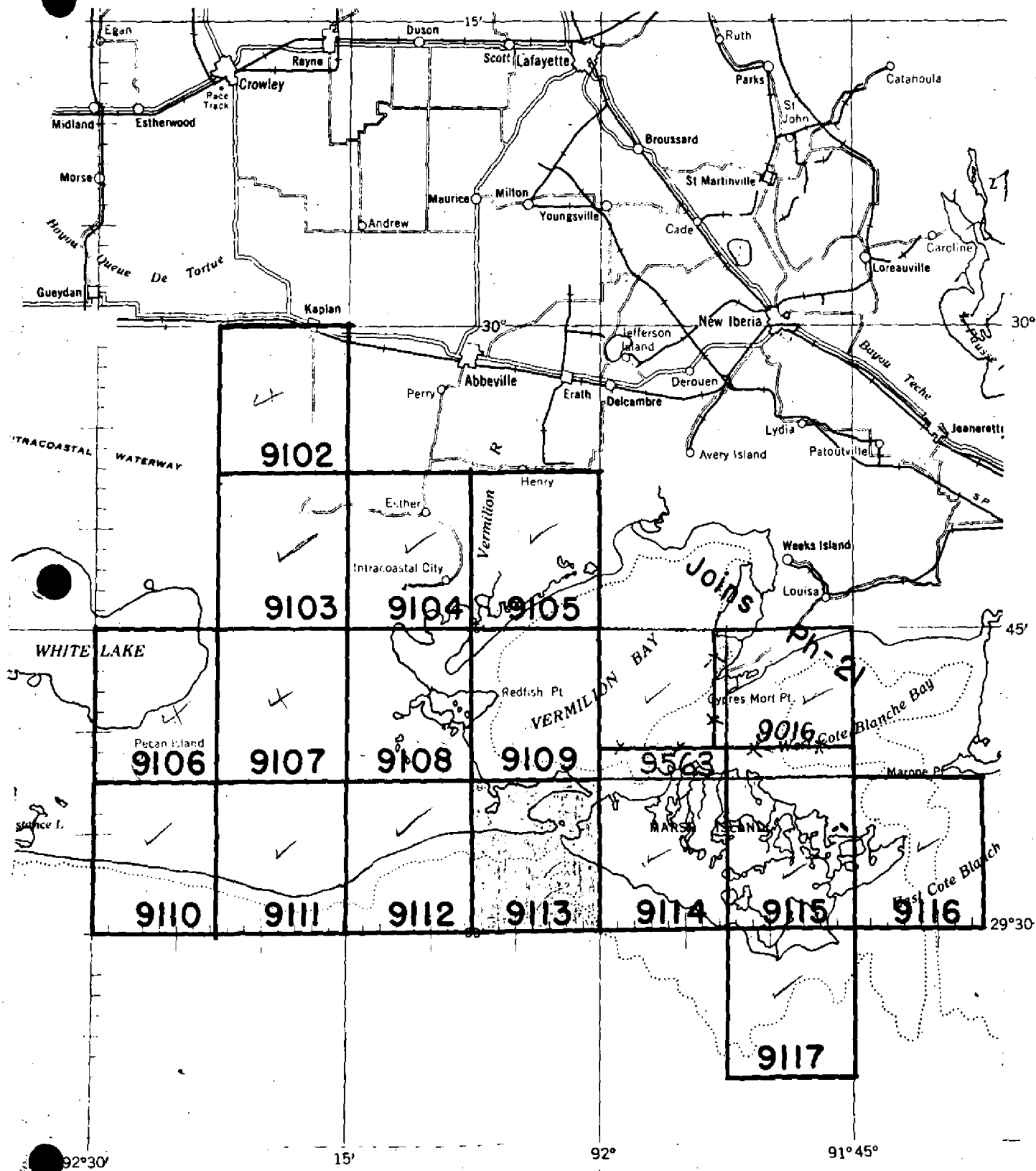
* **Seven (7) third order bench marks established.**

TOPOGRAPHIC MAPPING PROJECT

PH-33(48)

LOUISIANA, East Cote Blanche Bay - White Lake

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SUMMARY TO ACCOMPANY T-9113

T-9113 is one of 18 topographic quadrangles in Project Ph-33(48) Louisiana. It covers an area of the coastline on the Gulf of Mexico. Its distinguishing feature is Southwest Pass, a waterway lying between Marsh Island and the mainland, and leading from the Gulf of Mexico to Vermilion Bay. The land area of this map is for all practical purposes entirely marsh. The field operations preceding compilation included complete field inspection, the recovery of horizontal control and the establishment of vertical control. The contour interval is five feet. The map is a graphic compilation at a scale of 1:20,000 and 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 $7\frac{1}{2}'$ topographic quadrangle. The registered data to be permanently filed in the Bureau Archives under T-9113 will include a cloth-mounted lithographic print of the map at scale 1:20,000, a cloth-mounted color print of the published map at scale 1:24,000 and the original descriptive report. Hydrographic data, depth curves and critical soundings, will appear on the published map only.

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FIELD INSPECTION REPORT
Quadrangle T-9113
(29-30.0/92-00.0/7.5)
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; and, other applicable instructions as noted herein. *See p. 1 and item #2 below.*

The various phases of field work were completed by the following personnel:

NAME	PHASE	DATE
J. H. Clark Engineering Aid	Horizontal Control Recovery and Identification - Shoreline Inspection - Interior Field Inspection.	July 1948 December 1948 October 1948
W. M. Reynolds Engineering Aid	Shoreline Inspection	July 1948
M. A. Stewart Engineering Aid	Third-Order Levels	August & October 1948

1. DESCRIPTION OF THE AREA:

This quadrangle lies in southern Louisiana on the south side of Vermilion Bay. It is composed of Southwest Pass, which connects Vermilion Bay with the Gulf of Mexico, and the adjoining land areas. Southwest Pass is an important water thoroughfare. It is used extensively by fishing and oil company boats engaged in oil exploration and drilling. It also offers shelter to small boats during rough weather.

Approximately one-fourth of the quadrangle is marsh. There is no fast land in the quadrangle. Most of the marsh is a part of two wildlife preserves.

The fur trapping and oil industries are the important industries of the area.

2. COMPLETENESS OF FIELD INSPECTION:

Field inspection is thought to be adequate and complete. Field inspection of the few existing buildings was done in accordance with Photogrammetry Instructions No. 29, dated 1 October 1948. *All Photogrammetric Instructions on file in Div. Photogr. office files*

3. INTERPRETATION OF THE PHOTOGRAPHS:

As photography was of a recent date, little difficulty was encountered in interpretation of photographic detail.

12. HYDROGRAPHIC CONTROL:

To supplement existing horizontal control, twenty ~~two~~^{and} recoverable topographic stations were established within the quadrangle, including the five lights in the pass. *only 21*

13. LANDING FIELDS AND AERONAUTICAL AIDS: *RD*

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

14. ROAD CLASSIFICATION:

There are no roads within the area.

15. BRIDGES:

There are no bridges within the area.

16. BUILDINGS AND STRUCTURES:

As stated previously, field inspection of buildings was done in accordance with Photogrammetry Instructions No. 29, dated 1 October 1948. All buildings are class two. They are all trappers cabins and are moved sometimes.

17. BOUNDARY MONUMENTS AND LINES:

The Iberia-Vermilion Parish boundary crosses the quad from north to south following the channel of Southwest Pass and extends offshore in a straight line from the pass.

The boundary line between a State Game Refuge and Rainey (Audabon Society) Sanctuary passes through the northwest corner of the quadrangle. Three section corners which are also on this boundary were located by sextant cuts and sextant fix at the corners.

Police jury ward boundaries as well as all other boundaries will be made the subject of a special boundary investigation to be made at a later date. The results of the boundary investigation will be covered in "Special Report - Boundaries - Project Ph-33(48)".

18. GEOGRAPHIC NAMES:

Filed in Div. Photogr. general files
Geographic Names for the area are covered in "Special Report on Geographic Names, Houma to Vermilion Bay, La., Project Ph-14(46)" "Special Report on Geographic Names, Vermilion Bay, La., to Port Arthur, Texas, Project Ph-14(46)". *Filed in Geogr. Names Section, Div. of Charts.*

The following names were not covered by the above reports:

In the northwest corner of the quadrangle the names "Hell Hole" and "Portage Lake" as charted on Chart 1277 are recommended as charted. These names are in common local usage.

10. DETAILS OFFSHORE FROM THE MEAN HIGH WATER LINE:

A lone rock, the remains of an old lighthouse, was found off Lighthouse Point. This rock is charted on all existing large scale charts of the area. Its position was determined by theodolite and sextant cuts.

There are numerous oyster reefs just inside the entrance to Southwest Pass. These reefs just bare at low water. They are very extensive. The field inspector was unable to delineate these reefs as they did not photograph.

points of reef
Two reefs that extend into the marked channel were located by sextant fix. One of these reefs is northeast of Light 3 and the other north of Light 5. *The reef line and points of reef are not shown on the manuscript. More detailed hydro. data indicate conditions adequately. (shown in purple ink on manuscript)*
One additional reef, well outside the channel, about 1/2 mile southwest of Light 2 was located by sextant fix.

Reefs inside of Southwest Pass are outlined approximately on Photo. 21949.

The light streak about 1/4 mile southwest of Light 2 was thought to be a reef. The area was investigated at low tide and there is no evidence of a reef in that area. The white streak is probably foam.

11. LANDMARKS AND AIDS TO NAVIGATION:

Of the five lights in Southwest Pass, four were identified on Photo 21949. In addition to being pricked on the photograph, theodolite and sextant cuts were observed on these four lights. The four lights thus located are Southwest Pass - Vermilion Bay Lights 1, 3, 5, and 7, Light List Nos. 4108, 4110, 4111 and 4112, respectively.

The fifth light, Southwest Pass - Vermilion Bay Light 2, Light List No. 4109, was destroyed during June or July of 1948, and was subsequently rebuilt. The position of the rebuilt light was determined by theodolite and sextant cuts from existing triangulation stations and topographic stations established by this party.

The above 5 lights are listed in both "Light List, Atlantic and Gulf Coasts, 1948" and "Light List, Intracoastal Waterway, 1948".

There are no other aids to navigation in this quadrangle.

No charted landmarks were deleted. No new landmarks were recommended for charting. A radar signal on Lighthouse Point and a cabin (Photo Pt. "D") on the east side of the pass are both very prominent but were not recommended for charting because of their temporary nature.

The small clump of trees and large clump of trees charted as landmarks on charts 1277 and 1051 are recommended for continuation as landmarks. The approximate center of these clumps of trees were pricked on Photo 21950.

All landmarks and aids to navigation were reported on Form 567.

PHOTOGRAMMETRIC PLOT REPORT

21 AREA COVERED

This report is on Photogrammetric Plot No. 2 of Ph-33(48) Louisiana and completes the radial plot for Ph-33(48). The plot comprised twelve quadrangles: T-9102, T-9103, T-9104, T-9105, T-9106, T-9107, T-9108, T-9109, T-9110, T-9111, T-9112, and T-9113.

The sketch on page 13 of this report, shows the arrangement of the quadrangles, the junction with previous photogrammetric plots of Ph-33(48) and Ph-21(47), centers of the photographs used, the control identified for use in this plot, and the approximate limits of the various Ph-14(46) manuscripts which fall within the limits of this plot.

for

The projections/ the quadrangles in this plot are polyconic at 1: 20,000 scale, and all are 7' 30" in latitude and longitude. The 10,000-foot intervals of the Louisiana South Lambert Co-ordinate System are ruled on the projections.

22. METHOD

This photogrammetric plot was laid using hand templates in the radial plot method.


The base grids, upon which this radial plot was laid, were of vinylite ruled with 10,000-foot intervals at 1: 20,000 scale. Sufficient grids were joined to encompass all the area and the control identified for this radial plot as shown in the sketch on page 13. A part of this base was that carrying the junction of this plot with Photogrammetric Plot No. 2 of Ph-21(47) and No. 1 of Ph-33(48).

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

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



PHOTOGRAMMETRIC PLOT NO. 2 OF PH-33(48)

 Stations not held.
 X Stations lost or destroyed.

1. TR. 72 IS. 1932 (U.S.G.S.)
2. Sub. Sta. TR 71 IS. 1932 (U.S.C.S.)
3. Sub. Sta. VINCENT, 1931
4. KARLAN RICE CO. PARK, 1931
5. KARLAN MON. PARK, 1933
6. TR 7 T. 1932 (U.S.G.S.)
7. TR 65 IS. 1932 (U.S.G.S.)
8. Sub. Sta. TR 67 IS. 1932 (U.S.G.S.)
9. Sub. Sta. TR 70 L. 1932 (U.S.C.S.)
10. Sub. Sta. WARREN, 1932 (U.S.C.S.)
11. TR 69 L. 1932 (U.S.G.S.)
12. TR 68 IS. 1932 (U.S.G.S.)
13. Sub. Sta. TR 66 L. 1932 (U.S.G.S.)
14. Sub. Sta. TR 60 L. 1932 (U.S.G.S.)
15. Sub. Sta. TR 59 L. 1932 (U.S.G.S.)
16. Sub. Sta. TR 57 L. 1932 (U.S.G.S.)
17. TR 58 L. 1932 (U.S.G.S.)
18. Sub. Sta. 411420.96 (U.S.L.)
19. Sub. Sta. 531427.75 (U.S.F.)
20. Sub. Sta. CHAMPLAIN, 1933
21. Sub. Sta. TR 69 IS. 1932 (U.S.C.S.)
22. Sub. Sta. TR 64 L. 1932 (U.S.C.S.)
23. TR 65 L. 1932 (U.S.C.S.)
24. VERMONTION RIVER ENT. LT. 1933
25. VERMONTION CLAY W. LT. 1933
26. Sub. Sta. SOLOMONS, 1932 (U.S.C.S.)
27. HOUSE AT DOCKS, 1932 (U.S.C.S.)
28. WHITE LAKE EAST LT. 1933
29. Sub. Sta. HENRIAN, 1932 (U.S.C.S.)
30. Sub. Sta. LAKE, 1932 (U.S.C.S.)
31. Sub. Sta. BEAR, 1932 (U.S.C.S.)
32. Sub. Sta. COUP, 1933
33. PETER DYCKS HOUSE CHIMNEY, 1932 (U.S.C.S.)
34. Sub. Sta. TR 36 T. 1932 (U.S.C.S.)
35. Sub. Sta. MOUNT, 1933
36. Sub. Sta. TR 37 T. 1932 (U.S.C.S.)
37. Sub. Sta. HOAT, 1933. Road used by A. W.
38. Sub. Sta. HUNTER, 1933
39. GREENH. AUTOLIGHT CHURCH SUNDIAL, 1932 (U.S.C.S.)
40. Sub. Sta. BULE ISLAND, 1932 (U.S.C.S.)
41. BULE ISLAND PARK, 1933
42. AULUEON, 1933. East
43. Sub. Sta. VERMONTION, 1933
44. BULE ISLAND ENVIRONMENTAL CENTER, 1933
45. Sub. Sta. HOLE, 1933 *More detailed work*
46. Sub. Sta. HUNTER, 1933
47. Sub. Sta. RISE, 1933
48. Sub. Sta. LA. CHOI, 1933

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

21368 - 21375 inclusive
 21431 and 21432
 21948 - 21956 inclusive
 21967 and 21968
 22039 - 22059 inclusive
 22090 - 22105 inclusive

In accordance with instructions for 1947 photographs numbered 19558 to 22340, master calibration templet 21682 was used for correcting transforming errors and paper distortion. The calibration marks were transferred to all the templets to be used in the plot. All the templets used were vinylite.

Horizontal control identified for this radial plot was pricked and circled on all the affected office photographs. Pass points were selected in a regular scheme to assist in strengthening the radial plot, and densely enough to provide ample control for cutting in detail points. Examination of the Ph-14(46) photographs for the possible identification of Ph-14(46) pass points on Ph-33(48) photographs revealed that it would not be done with certainty, consequently no comparison of pass point positions could be made.

The radial plot was continued west from the junction with "Photogrammetric Plot No. 2 of Ph-21(47) and No. 1 of Ph-33(48)" for all but one quadrangle of this radial plot. The radial plot for T-9102 was run first to provide a relatively less experienced compiler with work in Ph-33(48) during a period of radial plot concentration on Ph-20(47) North Carolina. The radial plot for T-9102 was extended far enough to insure good junction with the other quadrangles of this radial plot.

A preliminary lay-down of the radial plot revealed a considerable discrepancy in control within the limits of T-9106. A thorough re-check on every phase of the office work on everything pertaining to the radial plot in the vicinity of T-9106 was made and the radial plot re-laid. Final disposition of the control discrepancies in T-9106 and one station in T-9113 are made in Item 23 (ADEQUACY OF CONTROL).

HOME 1953

The final laydown of this radial plot gave tight intersections on pass points, all of which were fixed by cuts from four or more photographs to give strong fixes. The quality of intersections for pass points, azimuths to photograph centers and on control indicate that this radial plot may be called strong. An unfortunate combination of loss of one photograph (See pp 25 "Photographs") and lack of horizontal control along the western limits of T-9110 may leave this area less strong than the other parts of this plot, but special care was taken because the area is the limit of Ph-33(48) and it is believed that location of pass points in this area is well within the specification for accuracy.

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

An additional check of the radial plot was made after circling the pass points and photograph centers on the map manuscripts by examining all the photographs in place under the map manuscripts. The dates of completion of the photogrammetric plot for the map manuscripts are:

T-9102 on January 19, 1950
 T-9105 on February 9
 T-9109 on February 13
 T-9104 and T-9113 on February 14
 T-9108 and T-9112 on February 15
 T-9103, T-9107, T-9110 and T-9111 on February 28
 T-9106 on March 2

23. ADEQUACY OF CONTROL

Forty-eight horizontal control stations were used in this radial plot. Ten stations were natural objects identified directly; thirty were identified by the substitute station method; and eight stations were "pricked" direct.

In addition to the forty-eight stations used to control this radial plot there were Control Station Identification Cards for four stations scattered through T-8908 and T-8910 of Ph-14 (46). A check of the identification on the Ph-14(46) 1: 10,000 photographs indicated the doubtful nature of transfer to the 1: 20,000 photographs of Ph-33(48), and because there is enough control identified specifically for the Ph-33(48) radial plot in this area the Ph-14(46) data was not used.

Of the forty-eight horizontal control stations used, forty-four were held and four could not be held on the radial plot. Three of the stations not held were: Substitute Station TT36T, 1932 (U.S.G.S.) "Positive" (No. 34 on sketch), Substitute Station TT37T, 1932 (U.S.G.S.) "Positive" (No. 36 on sketch), PETER DYSONS HOUSE CHIMNEY, 1932 (U.S.G.S.), "Doubtful" (No. 33 on sketch); and the discrepancies in the positions of these stations are the subject of a letter from this office to the Chief, Division of Photogrammetry on March 2, 1950. A copy of the letter is included in this report. It may be noted that the field identification of PETER DYSONS HOUSE CHIMNEY, 1932 (U.S.G.S.) was classified as "Doubtful" because of some uncertainty over which chimney was the station. The two different positions mentioned in the letter to Chief, Division of Photogrammetry on March 2 were too far apart to have possibly referred to the different chimneys.

The fourth control station that could not be held on the radial plot was Substitute Station HOLE, 1933, "Positive" (No. 45 on the sketch.) After refusal to hold on the preliminary laydown of the plot all office operations incidental to using this substitute station were re-checked before the final radial plot. The final radial plot position of Substitute Station HOLE is in the direction given by the field party but falls about 64 meters (3.20mm) from the position of HOLE, 1933 instead of the 48.5 meters of (2.42mm) given by the control station identification card for locating Substitute Station HOLE. A check on the radial plot was made by compiling the shoreline in this area while "holding" the radial plot position of Substitute Station HOLE. Thus compiled, the distance from the plotted position of triangulation station HOLE, 1933 to the shoreline checks the description on the recovery card for HOLE, 1933; which seems to corroborate the radial plot position of Substitute Station HOLE.

The stations in paragraph 2 above have been thrown out as triangulation due to a bust in the USGS work. However, new positions are now listed on 524 cards in the Div. of Photogrammetry under T-9106.

A pass point indicates the radial plot position of the various control stations that could not be held on the radial plot.

Three horizontal control stations for which substitute stations were located: LAKE 1932, (U.S.G.S.), BOAT, 1933, and AUBUDON, 1933, were searched for by the field party and are recovered as "LOST" or "Destroyed." LAKE 1932 (U.S.G.S.) is northwest of T-9106 outside the project limits, the station is recovered as "LOST" but the pipe to which the description gave a bearing and distance was recovered and "pricked direct" for identification as Substitute Station LAKE. Though Substitute Station LAKE was therefore classified "Doubtful" it did hold on the radial plot. BOAT, 1933 on T-9107 was recovered as "Destroyed" but Substitute Station BOAT was located from "a hub has been found driven into the ground at the station site." Though Substitute Station BOAT was classified as "Doubtful" it held on the radial plot. A position was computed for BOAT R.M. 1, 1933, which was recovered, using the direction and distance from BOAT, 1933 given in the original description, and this position used to show BOAT R.M. 1, 1933 on T-9107. AUBUDON 1933 was recovered as "the tower is now destroyed but the building which supported the tower remains in good condition," therefore the center of the small building was "pricked direct" as AUDUBON, 1933 and held on the radial plot. Although the original description gave directions to the reference marks no distances were given so no position could be computed.

*Request pos.
from Geodesy*

The identified control is considered sufficient to control the radial plot, however, as mentioned in Item 22 (METHOD) Paragraph 11, it would have been desirable to have some horizontal control along the southwest limits of T-9110. The control established in this area in 1933, and the identification of which was desired is considered to be "LOST."

24. SUPPLEMENTAL DATA

Some control station identification cards for control identified for Ph-14(46) were furnished this office; the use of this data is discussed under Item 23, Paragraph 2.

25. PHOTOGRAPHS

Generally the photograph coverage is fair. It may have been desirable to have a flight north of T-9104 and T-9105 to provide additional cuts on points along the project limits. It is unfortunate that the photograph west of photograph number 21956, see sketch, could not be printed as the negative was double exposed, because use of this photograph would have made more positive this part of the plot.

Overlap and side-lap was consistently very good.

The photographs are of good definition and scale. As judged by appearance of chamber junctions and adjustments for the master templet, the transforming job cannot be called good. Some prints were from damaged negatives and some of the photographs are marked "vacuum failure," which may explain what has been construed to be the fault of the transforming job.

Tilt was computed on the two most severely tilted photographs, one of which was tilted less than 2° and tilt could be disregarded. The other photograph, 21368, was found to be tilted $5^{\circ} 50'$, so the isocenter, which was used on a new templet, is shown on the map manuscript.

26. GENERAL

A final check was made of all map manuscripts to insure the transfer of all control, pass points, and photograph centers to the material limits of all map manuscripts. "Dog-ears" were used when necessary to circle a photograph center falling off the material limits and considered useful for cutting in points on the map manuscript.

Milton M. Slavney

Milton M. Slavney
Cartographer (Photo.)

Approved and Forwarded

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

Tampa Photogrammetric Office
Box 1689, Tampa, Florida

March 2, 1950

To: Chief, Division of Photogrammetry
U.S. Coast and Geodetic Survey
Washington 25, D.C.

Subject: Discrepancies in Positions of Geological Survey
Control Stations in T-9106 of Ph-33(48) Louisiana

A preliminary radial plot for part of Ph-33(48), Louisiana, showed it would be impossible to hold all the identified control on T-9106. Study of the preliminary plot indicated that the positions of Sub. Sta. TT36T, 1932, Sub Sta. TT37T, 1932, and PETER DYSON'S HOUSE CHIMNEY, 1932 might be at fault. The plot was re-laid ignoring these stations and striving for the best possible closures, and this lay-down was acceptable.

This final radial plot held all the identified control with the exception of the above mentioned U. S. Geological Survey stations, and gave tight intersections for all pass points and azimuths.

It should be noted that the HORIZONTAL AND VERTICAL CONTROL DATA for PECAN ISLAND QUAD., LOUISIANA, issued by the Chief of Engineers, which was the source of the positions on T-9106, gave two positions for the chimney on Peter Dyson's house. These are:
No. 12 in the booklet, PETER DYSON'S HOUSE CHIMNEY, U.S.G.S., 1932 (U.S.C. & G.S. Vermilion Parish) Lat. $29^{\circ} 38' 49.108$
Long. 92 27.13.80 and
No. 101 in the booklet, CENTER OF CHIMNEY (U.S.G.S., 1932 - Vermilion Parish)
Lat. $29^{\circ} 38' 45.17$
Long. 92 27.16.7

Both positions were plotted on the map projection.

On the final radial plot the radial plot positions of Sub. Sta. TT36T, Sub. Sta. TT37T, and the CENTER OF CHIMNEY were all about 1.13cm (226 meters) and $132^{\circ} 45'$ in azimuth from the geographic positions furnished. The accompanying sketch shows the relation of all these points on the map projection.

-2-

Chief, Division of Photogrammetry

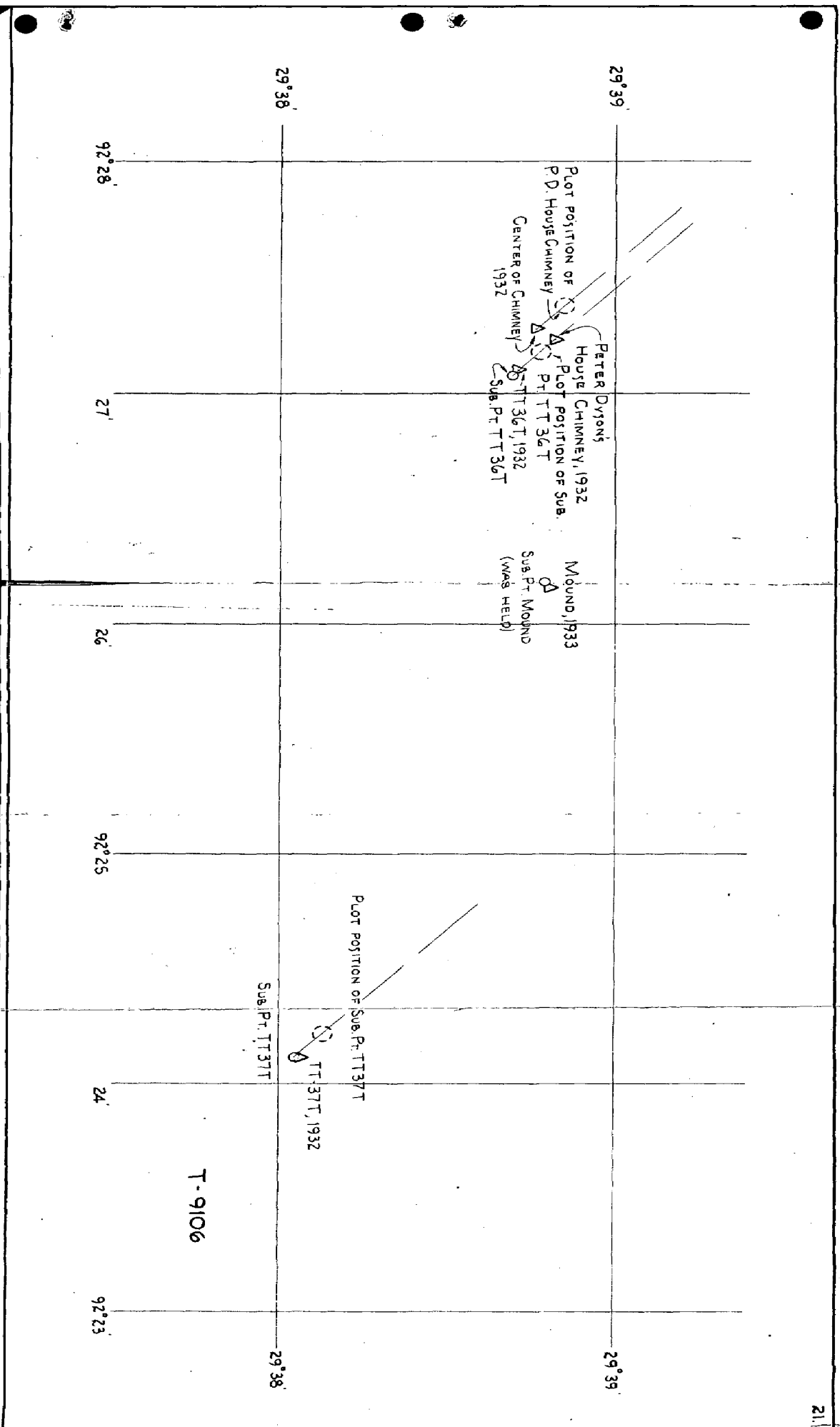
March 2, 1950

It is difficult to reconcile the two far different published geographic positions of the chimney on Peter Dyson's house, but the discrepancies in the radial plot positions and geographic positions of the three stations may be explained by some error in the original survey or computation of the "T" traverse line by the Geological Survey.

It may be mentioned that identified control from two other transit traverse lines of the Geological Survey, the "L" and "LS" lines in T-9102, T-9103, T-9104, and T-9105 did not give any trouble.

MMS/c

Arthur L. Wardwell
LCDR, USC&GS
Officer in Charge
Tampa Photogrammetric Office



DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Washington 25

T-9106

Refer. 7312-aal

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

29 March 1950

To: Lt. Comdr. Arthur L. Wardwell
U.S. Coast and Geodetic Survey
P.O. Box 1689
Tampa, Florida

Subject: Discrepancies in Positions of Geological
Survey Control Stations, T-9106, Project
Ph-33(48)

This is in reply to your letter dated 2 March 1950, informing this office that the radial plotted positions of the U. S. Geological Survey stations, CENTER OF CHIMNEY, Sub. Sta. TT36T and Sub. Sta. TT37T differ from the published positions by about 1.13 cm. at compilation scale.

You are to continue compilation of map manuscript T-9106. This office feels that your radial plot is satisfactory. After examining the project layout along with the information that you have submitted, it has been concluded that the positions of the U. S. Geological Survey stations must be in error, as well as the no-check position for USC&GS station, PETER DYSON'S CHIMNEY.

This office will take up the matter of the discrepancies with the U. S. Geological Survey and you will be informed of any information that is obtained.

(S) K.T. Adams
Acting Director

No action taken by this section to reconcile the apparent discrepancies in the three stations listed above. This survey is deemed adequate without the three stations listed.

*See T-9106 for disposition of this problem.
Stations made topographic stations from
GP's determined by radial plot.*

*SM
5/12/52*

COMPILATION REPORT, T-9113

31. DELINEATION

This map manuscript has been compiled by the graphic method.

The entire shoreline of this manuscript was delineated from Photographs 21949 and 21950 which were clear and of reasonably good scale.

Photograph 21368 was of poor scale and inshore detail was barely visible. Tilt computation indicated a 5° tilt and it was used only for establishment of detail points not within the range of photos 21949, 21950 and 21967(Quad. T-9114).

32. CONTROL

While only two primary control stations appear within the limits of this quadrangle, a sufficient number of well placed secondary control points were established to insure control for the establishment of detail points.

33. SUPPLEMENTAL DATA

None used.

34. CONTOURS AND DRAINAGE

There is one 5 ft. contour along the south shoreline of Marsh Island at the junction with T-9114. It extends eastwardly approximately $\frac{1}{2}$ mile. Drainage is apparent on the photographs.

35. SHORELINE AND ALONGSHORE DETAILS

The shoreline was delineated as indicated by the field inspector.

The shoreline inspection was adequate.

All low water or shoal lines were shown as indicated by the field inspection.

36. OFFSHORE DETAILS

There are numerous offshore reefs in the vicinity of Southwest Pass which have been shown approximately. These reefs are discernable on Photograph 21368, however, they were not visible on the other photographs. For this reason, they are shown approximately as indicated by the field inspector on F.P. 21949.

37. LANDMARKS AND AIDS

No unusual methods of compilation were employed.

38. CONTROL FOR FUTURE SURVEYS

Twenty one Forms 524 are being submitted with this report. These include the three monumented section corners and the five lights in Southwest Pass. *Filed in Div. Photogr. general files.*

Item 12 of the Field Inspection Report states that "22 recoverable topographic stations were established within the quadrangle, including the five lights in the pass". This apparently is a typographical error since the transmittal letter from field party lists 21. A list of these stations is included in Item 49 of this report.

39. JUNCTIONS

This quadrangle makes junction with survey number T-9109 on the north, T-9112 on the west, T-9114 on the east and the Gulf of Mexico to the south.

All junctions are in agreement.

40. HORIZONTAL AND VERTICAL ACCURACY

No statement.

46. COMPARISON WITH EXISTING MAPS

None available.

See item #63

47. COMPARISON WITH NAUTICAL CHARTS

A comparison has been made with Nautical Chart 1277, scale 1:80,000, published Nov. 1938 (2nd edition) and bearing a print date of 15 June 1946.

No discrepancies were noted.

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY


None.

ITEMS TO BE CARRIED FORWARD

None.


Rudolph Dossett
Carto. Photo. Aid.

Approved and Forwarded


Arthur L. Wardwell
Chief of Party

49. NOTES FOR THE HYDROGRAPHER

The following is a list of pertinent topographic stations:

S-496-8, 1948

MESS, 1948

PAGE, "

QUAD, "

SLAM, "

RACK, "

YANK, "

WEST, "

ABLE, "

K-111, "

BIRD, "

L-111, "

CRAB, "

SOUTHWEST PASS-VERMILION BAY LIGHT 1, 1948

"	"	"	"	"	2,	"
"	"	"	"	"	3,	"
"	"	"	"	"	5,	"
"	"	"	"	"	7,	"

50 PHOTOGRAMMETRIC OFFICE REVIEW

T- 9113

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~~ 8. Bench marks JG
9. Plotting of sextant fixes JG 10. Photogrammetric plot report JG 11. Detail points JG

ALONGSHORE AREAS

(Nautical Chart Data)

12. Shoreline JG 13. Low-water line JG 14. Rocks, shoals, etc. JG ~~XXXXXX~~ 16. Aids to navigation JG 17. Landmarks JG 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~~
~~XXXXXX~~ 24. Contours in general JG 25. Spot elevations JG 26. Other physical features JG

CULTURAL FEATURES

~~XXXXXX~~ 28. Buildings JG ~~XXXXXX~~

BOUNDARIES

31. Boundary lines JG 32. Public land lines WAR

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. Rasare

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.

Rudolph Dossett
CompilerWilliam A. Rasare
Supervisor

43. Remarks:

51. METHODS

All features were checked by visual inspection. Some reefs in Southwest Pass were verified by planetable methods.

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

A description of the colored inks used is shown on all field edit data.

The field edit data are shown on one (1) field edit sheet, one (1) discrepancy print, and four (4) field photographs, Nos. 21368, 21369, 21949, and 21950.

52. ADEQUACY OF COMPILATION

Satisfactory.

53. MAP ACCURACY

Satisfactory.

54. RECOMMENDATIONS

None.

55. EXAMINATION OF THE PROOF COPY

Mr. Shell Morgan, Intracoastal City, Louisiana has agreed to examine the proof copy.

The geographic names "HOG BAYOU" and "HELLHOLE BAYOU" as shown on the manuscript copy were verified as correct. *Noted 12-3-57 RSH*

The geographic name "STATE GAME REFUGE" as originally shown prior to Washington Office inspection of the manuscript copy was verified as the correct name by Mr. R. D. Landry, Field Supervisor of the State Department of Wildlife and Fisheries.

56. HORIZONTAL CONTROL

A new substitute station was identified at station "HOLE 1933" as a check on the radial plot.

57. MEAN HIGH WATER LINE

Reference measurements indicate the western shore of Vermilion Bay is fairly stable as to position while the southern shore has an annual erosion due to wave action of approximately 10 feet per year. *see ink note, item #62*

- 19 -

Very little change in the shoreline is taking place within Southwest Pass.

The position of the shell bank areas of the Gulf Coast are remaining constant while the marsh shoreline is eroding approximately 10 ft. per year.

58. OFFSHORE DETAILS

A comprehensive visual inspection was made of offshore detail at both high and low tides. It is apparent that extensive hydrographic surveys are needed to accurately portray the reef formations in Southwest Pass and along the Gulf Coast.

The majority of the reefs in Southwest Pass which bare at low tide are visible on photograph 21368, however some may have been obscured. There are no reefs in this quadrangle which are bare at high tide. *Reefs added from hydrographic surveys (purple ink on manuscript) - not shown on vault copy.*

Numerous submerged reefs along the Gulf Coast and in Southwest Pass make navigation hazardous except to the more experienced local boatmen.

Submitted
21 February 1951

Cecil A. Navin
Cecil A. Navin
Cartographic Survey Aid

Approved
8 MARCH 1951

Percy L. Bernstein
Percy L. Bernstein
Chief of Party

TO BE CHARTED

STRIKE OUT ONE

NONFLOATING AIDS OR LANDING MARKS FOR CHARTS

Abbeville, Louisiana

20 December

1948

I recommend that the following objects which have ~~been~~^{been} inspected from seaward to determine their value as landmarks be charted on ~~62-2-100000~~⁶²⁻²⁻¹⁰⁰⁰⁰⁰ the charts indicated.

The positions given have been checked after listing by **Rudolph Dossett**

Tampa Photogrammetric Office

[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—

48. GEOGRAPHIC NAME LIST

- DEADMAN ISLAND
- GULF OF MEXICO
- HELL HOLE
- HELL HOLE BAYOU
- HOG BAYOU
- IBERIA PARISH
- LIGHTHOUSE POINT
- LOUISIANA
- MARSH ISLAND
- PAUL J. RAINEY SANCTUARY
- POLICE JURY WARD 7 ~~4~~ 2
- POLICE JURY WARD 9
- PORPOISE POINT
- PORTAGE LAKE
- RUSSELL SAGE FOUNDATION STATE GAME REFUGE
- SOUTHWEST PASS
- SOUTHWEST POINT
- STATE GAME REFUGE
- TOJAN ISLAND
- VERMILION BAY
- VERMILION PARISH

} F. Edit verifies original
names report.

WILDLIFE

Names underlined in
red are approved 12-3-51
L. Heck

REVIEW REPORT T-9113
Topographic Map
5 December 1951

62. Comparison with Registered Topographic Survey

T-1684 1:20,000 1886

This map supersedes T-1684 for nautical charting purposes. *The shoreline has eroded approx 200 to 250 meters on the Gulf shore and Vermilion Bay shore on T-9113 in comparison with*

63. Comparison with Maps of Other Agencies *the shoreline on T 1684.*

Redfish Point, La. SE (advance sheet) 1:31,680 USGS 1932

The water area immediately west of Southwest Pass on the quadrangle shows numerous small islands of fast land which are not shown on T-9113. Hell Hole Bayou on the quad is named Hog Bayou on T-9113. For differences in section lines between the two maps refer to item 67.

64. Comparison with Contemporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

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

Hog Bayou on the map is named Hell Hole Bayou on the chart.

66. Adequacy of Results and Future Surveys

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

67. Section Lines and Boundaries

The section line development as shown on T-9113 was derived from a private survey made by E. A. McIlhenny. It has been adjusted to recovered accepted corners established by this private survey. The section line location and numbering is not in agreement with the General Land Office (Bureau of Land Management) plats nor with the U.S.G.S. Redfish Point, La. (SE) quadrangle. It is impracticable to impose the original GLO rectangular system since there is no recovery of original corners. It is therefore recommended that land lines will not be drafted

for publication on this survey.

The McIlhenny section lines have been retained on the map manuscript because the State Game Refuge Boundary as described in the legal description for said boundary ties into the accepted corners of this survey. Reference page 62 of the Boundary Report for Ph-33(48). The monumented boundary corners have been indicated on the drafting overlay.

In connection with the State Game Refuge boundary it is noted that on the official map of Louisiana, on Parish maps and the map enclosed in the "Game and Wild Life Refuges" publication for Louisiana the eastern extremity of this boundary runs in a northeasterly direction approximately through or slightly west of Indian Point to Vermilion Bay. The legal description (p.63, Bdy Report) specifically states that the boundary runs from the northeast corner of section 28, T16S, R4E along the south line of section 22, T16S, R4E to Vermilion Bay. Section corner and section line references pertain to the McIlhenny survey.

68. Geographic Names

The list of geographic names attached to this descriptive report has been approved by the Geographic Names Section.

Reviewed by:

K. N. Maki
K. N. Maki 2/29/52

Approved by:

S. I. Griffin
Chief, Review Section
Division of Photogrammetry

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

O. B. Reading
Chief, Div., Photogrammetry

Earl O. Heaton
Chief, Div., Coastal Surveys
E.O.H.

History of Hydrographic Information
Quadrangle T-9113
Southwest Pass, Louisiana

Hydrography was applied to the manuscript of this quadrangle in accordance with Division of Photogrammetry general specifications dated 18 May 1949.

Soundings and depth curves at 6, 12, and 18 feet - mean low water datum - originate with the following:

USC&GS Hydrographic Surveys:

H - 1777	(1887-88)	1:20,000
H - 5765	(1934-35)	1:40,000

USC&GS Nautical Chart:

1277	(1951)	1:80,000
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USGS Quadrangle - REDFISH POINT
LOUISIANA, (SE), 1932, 1:31,680

The above quadrangle was used in detailing the shell reefs in the area west of the SOUTHWEST PASS channel.

Hydrography was compiled by L. Martin Gazik and checked by R. E. Elkins.

L. Martin Gazik
L. Martin Gazik
Div. of Photogrammetry
9 January 1951

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.