**U. S. COAST AND GEODETIC SURVEY**
**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>PLANIMETRIC</th>
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<tr>
<td>Field No.</td>
<td>Ph-21(47)</td>
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<tr>
<td>Office No.</td>
<td>T-9017</td>
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**LOCALITY**

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<tr>
<td>General locality</td>
<td>WEST COTE BLANCHE BAY</td>
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<tr>
<td>Locality</td>
<td>COTE BLANCHE ISLAND SOUTH TO POINT MARONE</td>
</tr>
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</table>

**1951**

**CHIEF OF PARTY**

C.W. Clark, Chief of Field Party.
A. L. Wardwell, Tampa Photogrammetric Office

**LIBRARY & ARCHIVES**

**DATE** November 20, 1952
DATA RECORD

T-9017

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

Field Office (II): Morgan City, La.  Chief of Party: Charles W. Clark
Photogrammetric Office (III): Tampa, Fla.  Officer-in-Charge: Arthur L. Wardwell
Instructions dated (II) (III): 12 Feb 1948

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic
Manuscript Scale (III): 1:20,000  Stereoscopic Plotting Instrument Scale (III):
Scale Factor (III):
Date received in Washington Office (IV): 5-22-70  Date reported to Nautical Chart Branch (IV): 5-22-70
Applied to Chart No.  Date:  Date registered (IV): 6-11-55
Publication Scale (IV): 1:10,000
Geographic Datum (III): N.A. 1927
Vertical Datum (III): M.H.W. except as follows:
Elevations shown as (a) refer to mean high water
Elevations shown as (g) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): COTE BLANCHE 3, 1913
Lat.: 29° 41' 56.806" (17949.11m)  Long.: 91° 43' 01.404" (37.7m)  Adjusted

Plane Coordinates (IV):
Y =
X =

State: Louisiana  Zone: South

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): J. W. Howell  
Date: April 1948

Planetary contouring by (II): Inapplicable  
Date: —

Completion Surveys by (II): C. A. Nairn  
Date: December 1948

Mean High Water Location (III) (State date and method of location):  
Date of photographs, Air Photo. Compilation  
Date: Feb 19, 1948

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

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

Control plotted by (III): E. T. Ogilby  
Date: Dec 22, 1948

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

Radial Plot (III): M. M. Slavney  
Date: Aug 19, 1949

Stereoscopic Instrument compilation (III): Inapplicable  
Planimetry Contours  
Date: —

Manuscript delineated by (III): R. Dossett  
Date: Oct 1949

Photogrammetric Office Review by (III): J. A. Giles  
Date: Dec 1949

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

Form T-Page 3
### PHOTOS (III)

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### Tide (III)

Reference Station: **Galveston**

Subordinate Station: **Cote Blanche, West Cote Blanche Bay**

Subordinate Station:

Washington Office Review by (IV): [Signature]

Final Drafting by (IV): **Baltimore**

Drafting verified for reproduction by (IV): [Signature]

Proof Edit by (IV): [Signature]

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

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

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

Control Leveling - Miles (II): **None**

Number of Triangulation Stations searched for (II): **3**

- Recovered: **2**
- Identified: **1**

Number of BMs searched for (II): **None**

- Recovered: **-**
- Identified: **-**

Number of Recoverable Photo Stations established (III): **2**

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

Remarks:
Summary T-9017

This planimetric survey is one of a series of 21 maps at scale 1:20,000 in the Gulf Coast area of Louisiana. Except for T-9032 and T-9033, which are odd more, each is 7.5 minutes in latitude and longitude.

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

Shoreline surveys for the Intracoastal Waterway of project Ph-14(86) at 1:10,000 scale, falling within the project, furnished some detailed information along both sides of the Waterway and for the planimetric maps of this project.

Adjoining this project to the west are 17 contemporary topographic quadrangles at 1:20,000 scale in Project Ph-33(48). Adjoining to the east and covering the Intracoastal Waterway to Florida are a series of revision sheets at 1:20,000 scale of Project Ph-1(45). Bordering the three southernmost quadrangles of this project is an early photo compilation project completed in 1935.
FIELD INSPECTION REPORT
Quadrangles 9016, 9017, 9018
Project Ph-21(47)
15 June 1948

1. DESCRIPTION OF THE AREA

The area embraced by these quadrangles is bounded on the north by Lat. 29°45′; on the south by Lat. 29°37.5′; on the east by Long. 91°30′; and on the west by Long. 91°32.5′.

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

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

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

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

2. COMPLETENESS OF FIELD INSPECTION

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

3. INTERPRETATION OF THE PHOTOGRAPHS

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

4. HORIZONTAL CONTROL

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

COTE BLANCHE 3, 1931 was recovered but not identified.

5. VERTICAL CONTROL

Not applicable to this project.
6. **CONTOURS AND DRAINAGE**

Not applicable to this project.

7. **MEAN HIGH WATER LINE**

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

8. **LOW WATER LINE**

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

9. **WHARVES AND SHORELINE STRUCTURES**

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

10. **DETAIL OFFSHORE FROM THE MEAN HIGH WATER LINE**

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

11. **LANDMARKS AND AIDS TO NAVIGATION**

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

The fixed aids within the area were located. The aids in West Cote Blanche Bay, at the entrance to Ivanhoe Canal were located by sextant fix. These aids are owned and maintained by the TEXAS COMPANY. Form 567 is submitted. The fixed aids in Quad 9016 near the intersection of Intracoastal Waterway and Charenton Canal were located by identification on the photographs.
12. **HYDROGRAPHIC CONTROL**

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

13. **Landing Fields and Aeronautical Aids**

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

14. **ROAD CLASSIFICATION**

All roads have been classified in accordance with current instructions.

15. **BRIDGES**

Not applicable to these quadrangles.

16. **BUILDINGS AND STRUCTURES**

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

17. **BOUNDARIES**

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

18. **GEOGRAPHIC NAMES**

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

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

Submitted by

[Signature]
John S. Howell
Cartographer

[Signature]
William M. Reynolds
Engineerin Aid

Approved & Forwarded

[Signature]
Charles W. Clark
Lieut. U.S.C.G.S.
Chief of Party
PHOTOGRAMMETRIC PLOT REPORT

21. AREA COVERED

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

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

22. METHOD

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

T-9014, T-9015, T-9017, T-9018, T-9019, T-9023, T-9024, T-9116, and T-9117 are regular quadrangles, 7½ minutes in latitude and longitude. Quadrangles T-9012, T-9013, T-9016, T-9114, and T-9115 depart from regularity to make it possible to map all of a contiguous land area within one map manuscript. The sketch on page 17 shows the digressions from regularity. All the projections are 1:20,000 scale with the 10,000-foot intervals of the Louisiana South Lambert Co-ordinate System ruled on the projections.

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

All the horizontal control recovered or established by the field party was plotted on the projections and checked. Substitute stations identified for controlling the radial plot were plotted graphically unless the substitute station was more than 1,000 feet from the main station, or more than one instrument set-up was made. For substitute stations more than 1,000 feet from the main station and, or, more than one instrument set-up, position computations were made and the station plotted conventionally and checked.
Control to be used in the main radial plot was transferred from the quadrangle projections to the base grid by matching the plane coordinate grid lines of the quadrangles with those of the base grid. Identified control that fell outside the projection limits was plotted on the base grids in the conventional way and checked.

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

21939 - 21949 inclusive
21969 - 21979 "
21975
21981
21988 - 21990 inclusive
22028 - 22040 "
22058 - 22070 "
22081 - 22091 "

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

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

The templets were vinylite.

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

The final laydown of this radial plot gave tight intersections on pass points and control throughout. Pass points, excepting several on the line of flight in an area of sparse overlap, were located by four or more cuts that gave strong fixes. This radial plot is considered strong and work has progressed on some of the quadrangles to give excellent intersections of cuts for detail points.
Twenty-three of the pass points located by this plot were especially selected as common with Ph-14(46) Louisiana for which film positive reductions and photographs were in this office. The relative positions of these points as established by this radial plot and Ph-14 (46) are:

| FIFTEEN POINTS | same position
| THREE          | 0.2mm (4 meters) off
| THREE          | 0.3mm (6 meters) off
| TWO            | 0.6mm (12 meters) off

One of the pass points selected as common between the Ph-14(46) compilation T-8907 was McIlhenny Channel Light No. 1. The position of the light from this radial plot differs by 0.6mm (12 meters) from the Ph-14(46) position. A thorough investigation was made and the radial plot relayed, but the position arrived at on this radial plot did not change.

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

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

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

Ph-21(47)

T-9019 and T-9024 on July 29
T-9023 on August 5
T-9015 and T-9018 on August 8
T-9014 on August 18
T-9017 on August 19, 1949
T-9012 and T-9013 on October 10, 1949
Ph-33

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

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

23. ADEQUACY OF CONTROL

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

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

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

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

3. On T-9024 the photogrammetric plot gave an intersection .5mm (8 meters) south of the field position for Substitute Station BELLE ISLE 2, 1888 (Positive), No. 41 on the sketch. There appears a small tree .5mm north of the one pricked on field print 21940 by the field party that very closely fits the radial plot. It is noted that BELLE ISLE SALT WORKS STACK, 1913 which was easily pricked direct is less than 1200 meters from Substitute Station BELLE ISLE 2, 1888 and the stack held on the radial plot.
4. On T-9024, along the junction with T-9025, the radial plot gave an intersection 2.05mm. (41 meters) north northeast of the field position for Substitute Station MYRTLE, 1935 (classified as "Doubtful"), No. 39 on the sketch. The point located as the substitute station is "a point of grass" and there is visible on the photographs another point of grass about 2mm. (40 meters) south southwest of the point pricked in the field which may be the one located in the field. Another explanation for the movement of this station may be the inherent weakness in the position of MYRTLE 1935. This intersection station was located by cuts from CROSS 1933 and BELLE ISLE 2, 1888; the azimuth at MYRTLE, 1935 to CROSS 1933 is given as 220° 45' 29" and from MYRTLE 1935 to BELLE ISLE 2, 1888 is given 33° 52' 18", a difference of 186° 53' 11", all of which may account for the movement of Substitute Station MYRTLE in a north northeast and south southwest direction.

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

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

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

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

Control station 534/ 27.75 (U.S.E.) was plotted on map manuscript T-9012, No. 3 on the sketch, and it was planned to use the substitute station on this radial plot; it had been identified for use on Phase.
The control station identification card gave one distance, 9 meters, on the sketch and another distance, 14 meters, in the space reserved for "Distance" as the distance from 534 27.75 to SUBSTITUTE STATION 534 27.75. The substitute station was plotted using both distances in the possibility that the radial plot might resolve the discrepancy. However, the arrangement of photographs is such that the cuts go through both plotted positions.

24. **SUPPLEMENTAL DATA**

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

25. **PHOTOGRAPHY**

Generally, the photography is considered very good and the coverage good. In some areas of T-9012, T-9017, T-9018, T-9019, T-9116, T-9023, and T-9024 the overlap of flight lines is less than the desirable amount. It would have made possible stronger fixes for pass points to have had a flight of photographs just north of T-9112, T-9013, T-9014, and T-9015. This too may have positively resolved discrepancies between PH-14(46) and this radial plot.

Some tilt was observed, photographs 21972, and 22058 being the worst, but so bad as to prevent their use.

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

Approved and Forwarded:  

[Signature]

Milton M. Slavney,  
Cartographer

[Signature]

Ross A. Gilmore,  
Chief of Party.
COMPILATION REPORT, T-9017

PHOTOGRAMMETRIC PLOT REPORT

This is the subject of a special report, submitted with T-9018, a photostatic copy of which it is in this report, descriptive report.

31. Delineation

This manuscript has been delineated by the graphic method.

The field inspection was adequate.

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

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

32. Control

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

33. Supplemental Data

None used. Reference Item 31.

34. Contours and Drainage

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

35. Shoreline and Alongshore Details

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

Delineated as shown by field inspection.

37. **LANDMARKS AND AIDS**

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

No landmarks were recovered.

38. **CONTROL FOR FUTURE SURVEYS**

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

These stations have been listed and included in Item 49.

39. **JUNCTIONS**

This map manuscript joins survey T-9014 on the north, T-9016 on the west, T-9018 on the east and T-9116 on the south. Junction has been made with all adjoining surveys.

40. **HORIZONTAL AND VERTICAL ACCURACY:**

No statement required.

46. **COMPARISON WITH EXISTING MAPS**

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

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

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

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

ITEMS TO BE APPLIED TO NAUTICAL CHARTS IMMEDIATELY:

None.

ITEMS TO BE CARRIED FORWARD:

None.

Rudolph Lossett,
Cartographic Photo Aid

Approved and Forwarded

Arthur L. Wardwell,
Chief of Party
48. GEOGRAPHIC NAME LIST

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

Names approved
4-6-51
A.F.W.
49. NOTES FOR THE HYDROGRAPHER

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

MAGG, 1948
LAME, 1948
# Tide Computation

**Project No. Ph.21(47)T-9017**

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<th>Low tide</th>
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<th>Required time</th>
<th>Interval</th>
<th>Time H. T. or L. T.</th>
<th>Required time</th>
<th>Interval</th>
</tr>
</thead>
<tbody>
<tr>
<td>14 25</td>
<td>15 02</td>
<td>.37</td>
<td>0.1</td>
<td>Feature bares</td>
<td>0.0</td>
<td>Stage of tide above MLW</td>
<td>Feature above MLW</td>
<td></td>
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<td></td>
<td></td>
<td>0.1</td>
<td>Feature bares</td>
<td>0.0</td>
<td>Stage of tide above MLW</td>
<td>Feature above MLW</td>
<td></td>
<td></td>
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<tr>
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<td></td>
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<td></td>
<td>Feature bares</td>
<td>0.0</td>
<td>Stage of tide above MLW</td>
<td>Feature above MLW</td>
<td></td>
<td></td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td>Feature bares</td>
<td>0.0</td>
<td>Stage of tide above MLW</td>
<td>Feature above MLW</td>
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</tbody>
</table>

Photo No. 22033 to 22035

Composed by R. Dossett

Checked by R. R. Wagner
### NONFLOATING AIDS OR LANDMARKS FOR CHARTS

**TO BE CHARTED**

<table>
<thead>
<tr>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Harbor Chart</th>
<th>Insurance Chart</th>
<th>Charts Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bn. 1</td>
<td>Ivanhoe Canal Entrance - Black</td>
<td></td>
<td>29 44'</td>
<td>736</td>
<td>91 44'</td>
<td>4.89</td>
<td>N.A.</td>
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</tr>
<tr>
<td></td>
<td>Pile dolphin, white reflector</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Lt. 2</td>
<td>Ivanhoe Canal Entrance - Red</td>
<td></td>
<td>29 44'</td>
<td>740</td>
<td>91 44'</td>
<td>4.40</td>
<td>N.A.</td>
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</tr>
<tr>
<td></td>
<td>dolphin</td>
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<td></td>
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<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Bn. 3</td>
<td>Ivanhoe Canal Entrance - Black</td>
<td></td>
<td>29 44'</td>
<td>894</td>
<td>91 44'</td>
<td>4.78</td>
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<td>Pile, white reflector</td>
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<tr>
<td>Bn. 8</td>
<td>Ivanhoe Canal Entrance - Red</td>
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<td>29 44'</td>
<td>1627</td>
<td>91 44'</td>
<td>4.55</td>
<td>N.A.</td>
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<td></td>
<td>Pile, red reflector</td>
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**LIGHT**

<table>
<thead>
<tr>
<th>Charting Name</th>
<th>Description</th>
<th>Signal Name</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location and Survey No.</th>
<th>Date of Location</th>
<th>Harbor Chart</th>
<th>Insurance Chart</th>
<th>Charts Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ivanhoe Canal -</td>
<td></td>
<td>29 44'</td>
<td>1749</td>
<td>91 44'</td>
<td>4.33</td>
<td>N.A.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** None of the lights or daybeacons at the entrance to Ivanhoe Canal are numbered; they are about 100 feet east of the centerline of the channel, owned and maintained by the Texas Company.

---

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* aids shall be determined with the nearest accuracy obtainable for this form. The data should be considered for the charts of the area and not by...
Nonfloating Aids or Landmarks for Charts

Abbeville, Louisiana 5 March 1951

TO BE CHARTED

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

The positions given have been checked after listing by

<table>
<thead>
<tr>
<th>STATE</th>
<th>LOUISIANA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>McHENRY CANAL DAYBEACON</td>
<td></td>
</tr>
<tr>
<td>IVANHOE CANAL ENTRANCE DAYBEACON 1</td>
<td></td>
</tr>
<tr>
<td>IVANHOE CANAL ENTRANCE DAYBEACON 2</td>
<td></td>
</tr>
<tr>
<td>IVANHOE CANAL ENTRANCE LIGHT 2</td>
<td></td>
</tr>
<tr>
<td>BAYOU COCODRIE LIGHT 1</td>
<td></td>
</tr>
<tr>
<td>BAYOU COCODRIE RANGE A and B FRONT LIGHTS</td>
<td></td>
</tr>
<tr>
<td>BAYOU COCODRIE RANGE A REAR LIGHT</td>
<td></td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating objects should be considered for the charts of the area and not be
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be deleted from the charts indicated.

The positions given have been checked after listing by:

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY No.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>IVANHOE CANAL ENTRANCE DAYBEACON 8, Destroyed.</td>
<td>29 44.9</td>
<td>91 44.3</td>
<td>NA 1927</td>
<td>Radial Plot</td>
<td>1949</td>
<td>x</td>
<td>882 1276 1051</td>
<td></td>
</tr>
<tr>
<td>NEW PASS &amp; ATCHAFALAYA BAY STAKE, Destroyed.</td>
<td>29 32.4</td>
<td>91 25.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1050 1276</td>
<td></td>
</tr>
<tr>
<td>PILING No report is made of piling along The Spillway in Wax Lake inasmuch as the area on both sides of the channel should be shown as &quot;foul&quot; due to numerous snags, piles, and mud bars.</td>
<td>29 34.6 to 29 37.4</td>
<td>91 24.0 to 91 25.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation shall be reported on this form. The data should be considered for the charts of the area and not by...
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

April 7, 1951

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

The positions given have been checked after listing. by L. Martin Gazik.

S. V. Griffith
Chief of Party.

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>NAME AND DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Louisiana</td>
<td>Beacon En 1 Ivanhoe Canal Day</td>
<td>29 44' 761</td>
<td>91 44' 496</td>
<td>N.A.</td>
<td>T-9017</td>
<td>1950</td>
<td>x</td>
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<tr>
<td></td>
<td>Lt 2 Ivanhoe Canal Entrance</td>
<td>29 44' 768</td>
<td>91 44' 425</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>En 3 Ivanhoe Canal Entrance</td>
<td>29 44' 1008</td>
<td>91 44' 506</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>x</td>
</tr>
</tbody>
</table>

Note: The positions given for the above listed aids supersede those submitted June 17, 1948, July 19, 1948 and March 5, 1951.

This form shall be prepared in accordance with 1934 Field Memorandum, “LANDMARKS FOR CHARTS.” 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 individual field survey sheets. Information under each column heading should be given.
50 PHOTOGRAMMETRIC OFFICE REVIEW
T- 9017


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_
7. ________________
8. ________________

ALONGSHORE AREAS
(Nautical Chart Data)
15. ________________ 16. Aids to navigation _JG_ 17. ________________ 18. Other alongshore physical features _JG_ 19. Other alongshore cultural features _JG_

PHYSICAL FEATURES

CULTURAL FEATURES

BOUNDARIES
31. Boundary lines _JG_ 32. Public land lines _JG_

MISCELLANEOUS
40. Jesse A. Williams
   Reviewer

William A. Rasmussen
   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:
62. **Comparison with Registered Topographic Surveys.**

<table>
<thead>
<tr>
<th>Survey Reference</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-6347b</td>
<td>1:20,000</td>
<td>1935</td>
</tr>
<tr>
<td>T-8904</td>
<td>1:10,000</td>
<td>1948</td>
</tr>
<tr>
<td>T-8905</td>
<td>1:10,000</td>
<td>1948</td>
</tr>
</tbody>
</table>

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

This survey supersedes those listed above for charting purposes.

63. **Comparison with Maps of Other Agencies.**

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

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

64. **Comparison with Contemporary Hydrographic Surveys.**

None contemporary.

65. **Comparison with Nautical Charts.**

<table>
<thead>
<tr>
<th>Chart</th>
<th>Scale</th>
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</tr>
</thead>
<tbody>
<tr>
<td>882</td>
<td>1:40,000</td>
<td>February 1950</td>
</tr>
<tr>
<td>1051</td>
<td>1:175,000</td>
<td>March 1949</td>
</tr>
<tr>
<td>1116</td>
<td>1:458,596</td>
<td>May 1950</td>
</tr>
<tr>
<td>1276</td>
<td>1:80,000</td>
<td>October 1950</td>
</tr>
</tbody>
</table>

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

66. **Miscellaneous.**

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

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

Reviewed by:

L. Martin Gazik
APPROVED:

S.T. Griffin
Chief, Revised Section
Div. of Photogrammetry

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

O.H. Reading
Chief, Div. of Photogrammetry

Earl A. Hackett
Chief, Div. of Coastal Surveys